THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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TOPICS OF THE DAY

By the time this issue reaches our readers we shall be located in our new and larger quarters, 354-360 Fourth Avenue, at the Corner of Twenty-sixth Street.

THE PRESIDENT'S WAR ON THE TARIFF LOBBY

THE DELIBERATE and emphatic assertion of the President that "Washington has seldom seen so numerous, so industrious, or so insidious a lobby" as is now working against the Underwood Tariff Bill, is received here with approval, there with incredulity. But it is accepted everywhere as a significant indication of the Administration's attitude toward changes or delays in the Democratic Congressional tariff program. Taking it in connection with President Wilson's earlier statement that he has taken his "stand with the House leaders for the present bill," and is "not looking for or accepting compromises," Washington correspondents view his "lobby warning" as a virtual announcement that he will veto a mutilated measure. That is, remarks the New York *Evening Sun* (Ind.), "President Wilson has not the slightest intention of going to Winona." While "everybody else admits the possibility, even the probability, of an error," Mr. Wilson does not, says the Philadelphia *Public Ledger*, which adds, almost scoffingly, that he "has taken a stand, and with the immobility of a titanosaurus he will keep it." But this very attitude commends itself to two New York papers which opposed Mr. Wilson's candidacy for the Presidency last fall. "By driving through his tariff measure," says *The Press*, which preferred Mr. Roosevelt, President Wilson "may cause loss to the American people; but they must respect him for having the same principles after he was elected as he said he had before he was elected, and for fighting for those principles in the White House when members of his party seek to confound them and to repudiate their campaign pledges." And *The Sun*, whose predilection was for Mr. Taft, now declares itself "quite in agreement with the spirit" of the Wilsonian warning—

"The Senators opposed to the bill have a right to express their dissent in toto or in detail, but dilatory tactics, or talk only for political consumption, or obstructive enterprise, or filibustering of any sort against the Underwood Tariff Bill of 1913 is something which an overwhelming majority of the people of the United States are in no mood to tolerate; and it is just as well that the main fact should be understood with crystalline clearness at the Senate end of the Capitol."

The President's "demand for prompt and final action" opens with a reaffirmation of that reliance upon "publicity" which has been so notable a feature of his political acts. He says:

"I think that the public ought to know the extraordinary exertions being made by the lobby in Washington to gain recognition for certain alterations of the Tariff Bill. Washington has seldom seen so numerous, so industrious, or so insidious a lobby. The newspapers are being filled with paid advertisements calculated to mislead not only the judgment of public men, but also the public opinion of the country itself. There is every evidence that money without limit is being spent to sustain this lobby, and to create an appearance of a pressure of public opinion antagonistic to some of the chief items of the Tariff Bill.

"It is of serious interest to the country that the people at large should have no lobby, and be voiceless in these matters, while great bodies of astute men seek to create an artificial opinion and to overcome the interests of the public for their private profit. It is thoroughly worth the while of the people of this country to take knowledge of this matter. Only public opinion can check and destroy it.

"The Government in all its branches ought to be relieved from this intolerable burden and this constant interruption to the calm progress of debate. I know that in this I am speaking for the members of the two houses, who would rejoice as much as I would to be released from this unbearable situation."

Without actually contradicting the President, the Boston *Transcript* (Rep.) reminds him that if he were not a newcomer, "he would not be astonished at the appearance of an energetic lobby interested in the Tariff Bill," for "scenes of activity" such as this "have always attended the making of a tariff." And the New York *Times* (Ind. Dem.) wonders if it may not be possible that

"the President has mistaken for lobbying the ordinary, usual, and perfectly legitimate measures taken by protected interests to present their case to Congress. Washington is full of representatives of these interests whenever a tariff bill is under consideration, and sometimes it is to be feared that undue

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influence has been exerted. We should be inclined to doubt whether that is the case now. The command of the country that the tariff be reduced is unmistakable. It has been twice uttered, and every sensible man knows that whether the protected interests want it or not, the duties are going to be lower. The manufacturers must be very foolish to spend money without limit to oppose the irresistible will of the people. . . . We hope Mr. Wilson will discover that the gentlemen who are asking

WILSON'S WELCOME.
—Gage in the Philadelphia *Press*.

some consideration at the hands of Congress in respect to the schedules that affect them are not so wicked, or so rich, as he takes them to be."

Even in the Senate, where the tariff fight is now on, Messrs. Oliver (Rep., Pa.), Burton (Rep., O.), and Warren (Rep., Wyo.), as quoted in the New York *Herald*, have seen no evidence of activity in the lobbies. Senator Ransdell (Dem., La.), who is fighting for a retention of the sugar duties, tells us that "there are no lobbyists" among his constituents. Senator Brandegee (Rep., Conn.) takes the opportunity for a little fling at the President, remarking that "the country ought to have realized before this that no one has any right to discuss the provisions of the Tariff Bill except the White House." Representatives of the wool, sugar, and other industries now visiting Washington insist that the shoe does not fit them, and that their activities are entirely legitimate. The wool and sugar lobbies have been very busy, admits the New York *Journal of Commerce's* Washington correspondent, but they are spending their money in "information" and "enlightenment." This, he says, is just what Congress and the people want. "There is no complaint in Congress over the information left there," or of the lobby declared to exist. "The first real complaint has come from the White House." Finally, the Democratic New York *Telegraph* reminds President Wilson that the Constitution "guarantees to every citizen the right of petition," and informs him that "the lobby is nothing more nor less than this right systematized."

But Senator John Sharp Williams would not be surprized, he says in *The Herald*, "if there was a great deal in what the President has to say." He adds that the lobbyists are, of course, "intelligent men" and "know whom to approach." Chairman Simmons, of the Senate Finance Committee, is willing to say that the opponents of free sugar are at least "exceedingly active." Senator Tillman, also quoted in *The Herald*, points out what a "lot of money" is being used by "some one." To a representative of the Indianapolis *News* the venerable South Carolina Senator said, "This is the greatest tariff fight I ever saw in the United States Senate and greater and more bitter than I ever dreamed would be fought there." And the *News* correspondent goes on to corroborate the Senator:

"Never before have the big interests of the country poured so many men into Washington, nor used so many powerful and divergent influences on members of the Senate. Every arriving train brings additions to the army of assault, and the hotels are choked with guests individually and financially able to buy out the landlord on the spot if such a transaction were desirable."

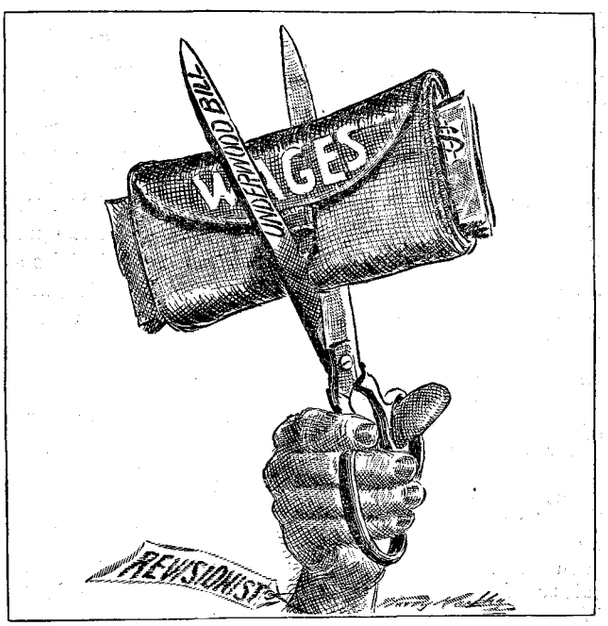
The lobby has concentrated upon the Senate, explains the New York *World*, because the big Democratic majority in the House of Representatives offered it no chance, while in the upper house the narrow majority of six shows it to be "the weak spot in the people's lines."

Most of the activity in Washington, says a dispatch to the New York *Evening Post*, "is of the open and relatively legitimate sort, represented by attorneys for interests affected by the bill, and press agents who flood the offices of newspapers and correspondents with arguments, chiefly about beet sugar." But, we read further:

"The lobby whose activities are giving anxiety to the Administration and to the Democratic leaders whose support of the bill is undoubtedly sincere is not at Washington at all, but is working in the rear through influences of various kinds in the home States of Senators. One Senator has been told, it is said, that he will be driven out of business unless he yields to the pressure, and has felt it necessary to withdraw from a valuable business connection in order to remove embarrassment from his associates therein. Others have been threatened through family and social channels. Seldom in the past has so powerful a concentration of artillery been brought to bear for the emasculation of a tariff bill.

"It is not supposed that the bill as a whole is in danger of defeat. The danger is that there will be a repetition of what happened four years ago, when the Payne-Aldrich Bill was laid on the desk of President Taft—a tariff bill, to be sure, but so manipulated that it was worse than no bill at all. President Taft signed the measure under protest."

Under these circumstances, comments *The Evening Post* editorially, the President's warning will have a double effect:



THE FIRST CUT.
—Murphy in the San Francisco *Call*.

"It will serve notice on the tariff lobbyists that their schemes are under close observation. And it will be a constant warning, and a kind of useful external conscience, to members of Congress who are exposed to temptation. They will know that any swerving on their part will subject them to the most odious suspicion."

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SIFTING WEST VIRGINIA WRONGS

ALL IS NOT SO QUIET along the Kanawha as earlier reports indicated, we now hear. "A temporary settlement on Cabin and Paint Creeks," declare representatives of the miners, "neither provides a remedy nor makes permanent peace." Correspondents of Socialist papers learn

"OPEN YOUR MOUTH AND SHUT YOUR EYES."
—Murphy in the San Francisco *Call*.

that this strike is likely to be renewed, and other news-gatherers tell of 15,000 newly organized miners in the hitherto quiet New River field who have left their work, angered at their employers' hostility to their union. But in the United States Senate, where the appointment of a committee to investigate West Virginia labor conditions has aroused nation-wide interest, "the strike is not the question." At least, so says Senator Kern, who has led in the demand for investigation. "Peonage is the question," according to the Senator; "reports of the hunting of men across the hills as tho they were convicts or wild beasts. . . . Charges of violation of contract-labor laws and use of martial law are among the things we will probe." "You know," said 200 delegates from the 15,000 striking miners, in a telegram to the senior Senator from West Virginia, protesting against his opposition to the Kern resolution—"you know the conditions are bad, you are aware that coal operators control post-offices, public roads, and schoolhouses, that circulation of progressive newspapers and periodicals is curtailed, and that free speech and lawful assemblage is not permitted; you further know that a fraternity could not be instituted or a church organized without the consent of the mine managers." All these complaints are to receive due consideration, for the committee, consisting of Senators Swanson (Dem., Va.), Shields (Dem., Tenn.), Martine (Dem., N. J.), Borah (Rep., Id.), and Kenyon (Rep., Ia.), have been given full powers under a resolution which provides, according to a press summary:

1. For an investigation as to whether or not peonage exists in the coal fields.
2. Whether or not the postal facilities have been interfered with, and if so, by whom?
3. Whether or not the immigration laws have been violated, and whether or not there has been discrimination against the district in the administration of these laws.
4. To investigate and report all facts and circumstances relating to the charge that citizens of the United States have been arrested, tried, and convicted contrary to or in violation of the laws of the United States.
5. To investigate commercial conditions with a view to discovering possible infractions of the Sherman Antitrust Law.
6. To investigate and report whether or not firearms have been imported into the disaffected district for the purpose of excluding the products of said coal fields from competitive markets.
7. To investigate the causes leading up to the alleged conditions.

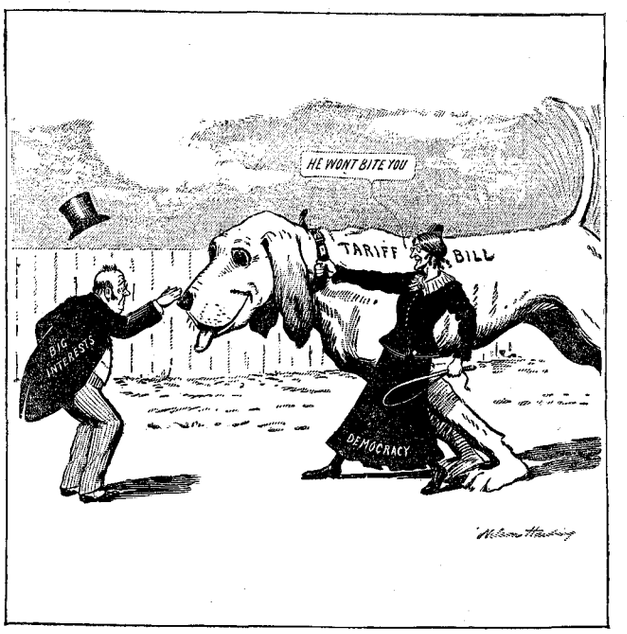
The one fact, however, which in the opinion of the press may be held to justify Senatorial investigation of West Virginia's domestic affairs, is the trial of civilians by military tribunals created under martial law instead of by the civil courts. Such papers as the New York *World* and *Press*, Madison *Wisconsin State Journal*, Boston *Advertiser*, Columbus *Dispatch*, and Indianapolis *News* agree with the New York *Evening Post*, which declares that:

"Martial law must stop at the door of the court room. The troops may run down and arrest criminals and hold them under guard; but when it comes to ascertaining their guilt and fixing their punishment, that is a work for judge and jury. For officers of the militia, untrained in the law, to attempt it, is almost certain to lead to actual injustice, and in any event creates an angry feeling that the ordinary processes of justice are being arbitrarily set aside. Into such an obvious irregularity it is proper for the Senate to inquire; and we may hope that the evidence elicited and the conclusions reached will be such as to prevent the will of a military commander from being substituted for the decision of a court of justice—whenever, that is, the courts are open and accessible."

Governor Hatfield, who at one time was reported to have used rather strange language in giving his opinions of Senator Kern's activity in the matter, now says:

"I court the fullest and freest investigation of my actions by any impartial body. I have been governed solely by a desire to aid humanity, promote peace and harmony in the unfortunate industrial trouble, and to give a 'square deal' to all concerned. My actions have been sustained by the Supreme Court of this State and will be approved by all law-abiding citizens."

The Governor's position is strongly commended by the Montgomery *Advertiser*, while the New York *Journal of Commerce* doubts the wisdom of the Senate's action. The Federal



MAKING FRIENDS.
—Harding in the Brooklyn *Eagle*.

Government, it says, "has no lawful or constitutional authority over such labor struggles within the States, and ought to eschew interference where it can do nothing of a direct and effective nature." The Brooklyn *Eagle*, too, thinks that the investigation "will be abortive, tho more or less sensational." Governor

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Hatfield's answer to the charge of having allowed illegal prosecutions under martial law would be, in *The Eagle's* opinion,

"that it was ordinary criminal law, not martial law, that the military courts enforced, and that is the question decided by the West Virginia courts. So Mr. Kern is really attacking the State of West Virginia. . . . But the only constitutional function of the United States in relation to a State is to guarantee a republican form of government, and in form as well as essence the government of West Virginia is republican."

But such arguments as these were taken up by Senator Root in his speech supporting the Kern resolution. In the West Virginia situation the Senator apparently sees another indication of that "twilight zone" lying between the clearly defined boundaries of State and Federal jurisdiction. He says in part:

"The question arises above the interested persons in West Virginia. It is a question of the Government guaranties of liberty under the Constitution. There have been provided in West Virginia grounds upon which we may well consider whether we should enact legislation to draw about the executive and judicial officers of the States some regular definition of the circumstances under which suspension of the rights of the citizens under the Constitution may be effected.

"It may become the duty of the Congress to define and to delegate to the Department of Justice and the executive branch of the Government the right to make investigation so that the weakest citizen may be protected by the strong arm of the general government in the enjoyment of his fundamental rights, the rights handed down to him and to us from Magna Charta, which must be guaranteed now and forever to every citizen of the United States wherever he may find himself."

Many of the charges against the mine operators and the authorities have been set forth at length in these columns, especially those of abuse of martial law and the mine-guard system. Some of the later stories of wrong-doing, which have been given wide circulation in the Socialist and labor journals, are summed up editorially by the New York *Press:*

"The charges which are made, and buttressed by most convincing ex-parte evidence, are such as to startle everybody who looks into them. It is alleged that within recent months carloads of men, practically shanghaied in New York and other cities, have been hauled right through Washington, under guard, destined to work under conditions tantamount to peonage in the mines.

"It will be testified that men were enlisted under promises of wages, working conditions, etc., that were utterly dishonest; that as soon as they agreed to go to the coal fields they were huddled into box cars, securely locked in, placed under heavily armed guards and rushed through to destinations frequently entirely different from those to which they had intended to ship.

"Arrived there, they were still held under guard; they were treated exactly like convicts in a Siberian gang; efforts to escape resulted in their being beaten up by guards, or shot. They were underpaid for their work and compelled to trade at extortionate 'company stores' where they never had a chance to do better than pile up increasing obligations that their wages would not pay.

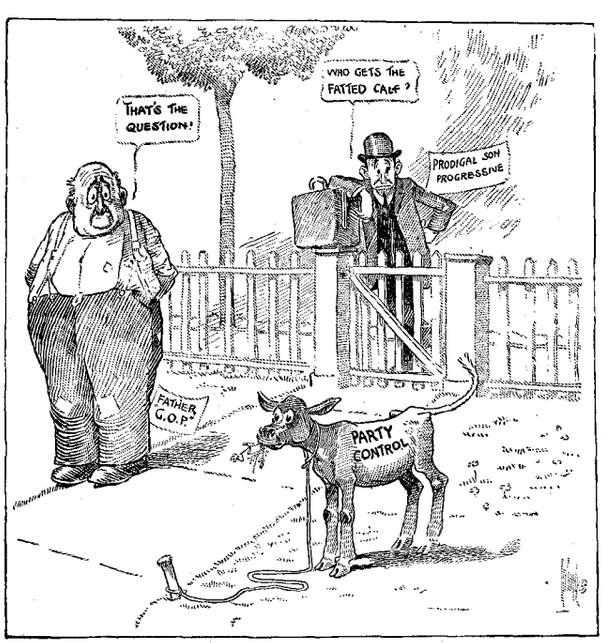
"More than all this, it will be charged that young women were enlisted at various places in Pennsylvania and Ohio under similarly false representations as to the employment and wages that would be afforded them and carried away to lives of the most degrading shame in these mining-camps. It is charged that the business of shanghaiing and holding women was conducted just about as brutally and lawlessly as in the case of the men.

"Those conditions are alleged to have grown up in the last twenty years and to have become a part of the settled social and industrial situation in West Virginia. It is well-nigh impossible to believe the half of the horrors that are charged. If they are not entitled to belief, West Virginia ought to have its name cleared of the imputation they put upon it; if they are true, an industrial plague-spot ought to be cleared up."

Not content with the Government's investigation, the Socialists will have a West Virginia inquiry of their own. Their committee, appointed by the national executive committee of the party, will consist of Eugene V. Debs, Victor L. Berger, and Adolph Germer. Among offenses they declare to have been committed by "the military dictatorship set up by the mine-owning oligarchy of West Virginia" they emphasize the suppression of Socialistic newspapers. The United Mine Workers, says Mr. Berger's Milwaukee *Leader*, were "instrumental in bringing the issue before Congress," where Senator Kern's investigation resolution was adopted despite the protests of the two Senators from West Virginia, one a Democrat and the other a Republican, but both "devoted to the mine owners," that "the 'rights' of the State should be respected." Now,

"With the Socialist party voicing the protests of its million supporters, determined that the West Virginia infamy shall be brought before the American people for judgment, the truth no longer can be concealed or the facts suppressed.

"The lid is off!"



DELAYING THE PRODIGAL'S RETURN.
—Ireland in the Columbus *Dispatch.*

PUTTING A LAMP IN THE WINDOW FOR HER STRAY SON.
—Darling in the Des Moines *Register and Leader.*

WHERE IS THE WANDERING BOY TO-NIGHT?

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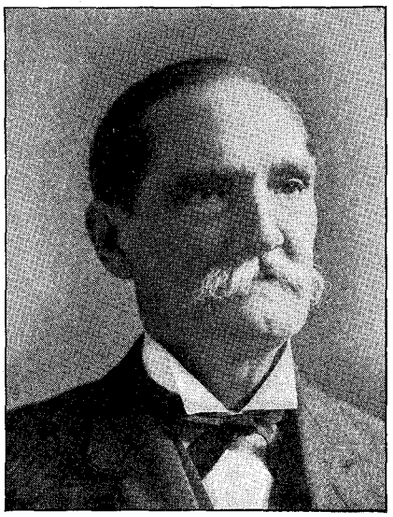

TOMAS ESTRADA PALMA.
1902–1906.

JOSÉ MIGUEL GOMEZ.
1909–1913.

MARIO G. MENOCAL.
1913–

CUBA'S PRESIDENTIAL LINE.

Between the Administrations of Presidents Palma and Gomez the island was governed provisionally by a United States Commission.

MENOCAL'S TASK IN CUBA

A PREDICAMENT faces Cuba at the inauguration of her third president, in the opinion of some of our editorial lookers-on. Menocal "should have little difficulty in making a favorable impression by comparison with Gomez, his predecessor," thinks the New York *World*, but it occurs to the Cleveland *Plain Dealer* that a man of too high ideals is not "likely to be popular in Cuba." So failure threatens the man who is too good for the turbulent element or too bad for the conservatives. Then, too, some of the propertied class would like to force American intervention to gain the protection of the Stars and Stripes, and hence are suspected of aiding uprisings against any president, good or bad. But *The Plain Dealer* is led to hope that Menocal will work out his country's salvation if he is given half a chance. His qualifications may be inferred from this thumb-nail sketch of his career which appears in the Troy *Standard-Press:*

"He is a civil engineer, an agricultural and business expert, in addition to being a soldier. His uncle, Anisette Menocal, was an American citizen, a commander and engineer in the United States Navy. It was under his direction that young Menocal was educated. Since his thirteenth year most of his time has been spent in the United States. He graduated from Maryland Agricultural College in 1884 and from Cornell University four years later."

Another good sign is seen in the fact that through this course of education and training Menocal has become "thoroughly imbued with American sympathies and ideas," as the New York *Commercial* tells us. It speaks of his numerous qualifications for the presidency, but points out that unless he has at his back the support of a congress "sharing in some degree his own high qualities," the task ahead of him is one to try the resources of even a great man. Much more hopeful is the New York *Evening Post*, which recalls "the fierce party animosities of our own first years of independence" in order to make allowance for much that happened during the Gomez Administration. While it was not an economical Administration and "has generally been accused of being something worse than that," *The Post* finds it only fair to remember that Gomez came into office as the leader of the democratic masses, who, having borne the toil and dangers of the war with Spain, resented the fact that the reins of government under the new republic should pass "into the hands of the conservative classes under Estrada Palma." Now a conservative is again elected, and *The Post* considers it "no mean tribute to a president in the Caribbeans that his successor is a legally elected candidate, taking office in peaceful circumstances." It is our business not to make the new Administration's task more difficult than it is, *The Post* reminds us, "by turning too critical an eye" on Cuban affairs or by allowing the American lust for land, sugar, and tobacco "to play a provocative rôle in Cuban politics," for—

"We are legally pledged not to leave the Cubans to themselves when the safety of the republic is in question; but we are morally pledged to refrain from empty cries of panic, to make allowances, to be patient. By causing it to be clearly understood that American intervention in Cuba is possible only in the last extreme, we shall go far toward removing the threat of our meddling as a factor in the internal politics of the island."

TRUST-MADE OR HOME-MADE ARMOR?

THE HIGH PRICES that have driven many a man to insist that his bread and pie be baked at home instead of at the bakery have seemingly been working on the mind of our Secretary of the Navy, who has come out for a government plant for making armor-plate for our battle-ships to escape the exactions of the steel manufacturers. And just as objections are raised in the family that home-made cake and biscuits will cost more than the baker charges, so we find some of the editors recalling that government-built battleships cost more than private-built ones, and opining that Mr. Daniels may discover that a government plant will be a losing experiment. But Secretary Daniels maintains that his plan is the best solution of the Navy Department's problem in dealing with the armor-plate companies, whose competitive bidding, he says in a public statement, is "a farce that can not possibly deceive any one acquainted with the facts." In illustration, the Secretary cites the case of three companies—the Carnegie Steel Company, the Midvale Steel Company, and the Bethlehem Steel Company—all making bids so strikingly similar that he wrote to two of them asking how it happened. Both replied that it was due to the Government's practise of "dividing the contracts at the lowest price bid," so that in submitting their

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bids they put them "at the same figure as the last divided contract awarded." Mr. Daniels further reminds us that the matter of a Federal armor-plate plant has been taken up before, when in 1896, a Senate Committee estimated that one could be built for $1,600,000. Precisely this amount is fixt upon by Senator Ashurst, of Arizona, in his bill for a Federal armor

"LIPS THAT TOUCH LIQUOR SHALL NEVER TOUCH MINE."
—Kirby in the New York *World*.

plant introduced in the Senate on May 22, yet on May 28, Rear-Admiral Twining, Chief of the Bureau of Ordnance, testified before the Senate Naval Affairs Committee that a factory capable of producing 8,000 tons of armor a year would cost $8,000,000 to build and nearly $1,000,000 a year to operate.

In support of Secretary Daniels's proposal, the Brooklyn *Eagle* (Ind. Dem.) calls attention to the fact that the Government now builds warships and makes guns, and does both jobs well, producing magnificent fighting craft, and so managing to keep the bids of construction firms within moderate bounds, from which *The Eagle* infers—

"It is reasonable, therefore, to suppose that a government plant could make as good armor-plate as any private concern, and that its establishment would at least act as a brake upon contractors who now may easily control prices by agreement among themselves."

An opposite stand is taken by the Philadelphia *Public Ledger* (Ind.), which remarks, "it is notorious that it is more expensive for the Government to construct its own ships than to have them built in private yards," so an armor-plate plant might very easily prove an additional expense, instead of an economy, especially as the building of a Government plant "would mean probably the destruction of the present plants," the Government being practically their sole customer. *The Ledger* says finally that—

"If robbery has been going on, and comparisons do not indicate it, it can be stopped without the Government going into the manufacturing business on its own account. Abuse, if there has been any, Secretary Daniels admits, has been due to administrative delinquency in evading the intent of Congress. The Government wants the best armor at a fair price; this it can get without building a plant of its own."

If there is any combination fixing prices of armor-plate so that free competition is impossible, the Washington *Post* (Ind.) points out, there are statutes of the United States which can be enforced against it, with stated officers and courts to see that they are enforced, but—

"there is no more ground for the Government engaging in the manufacture of armor-plate than there would be for appropriating money for the cultivation of wheat to feed the army, the erection of woolen mills to manufacture clothing for the navy, or for the raising of cattle, hogs, sheep, and poultry to feed the armed forces of the Union."

MR. ROOSEVELT'S BEVERAGES

AN INCLINATION toward levity in the comments upon Colonel Roosevelt's libel suit is, in the New York *World's* opinion, "the strongest tribute to the general faith in the Colonel's temperance." The press in general appear to take little stock in the stories of Mr. Roosevelt's drunkenness. After his own testimony and the corroborative evidence offered by a host of his intimates, we find papers of varying degrees of friendliness or hostility to the Colonel expressing confidence in his sobriety. And the New York *Times*, *Sun*, *World*, and *Evening Post*, and Philadelphia *Record* are just as positive in their statements as the pro-Roosevelt Detroit *News*, Washington *Times*, and Kansas City *Star*. The appearance of the Roosevelt intoxication rumors during the last Presidential campaign, it will be remembered, brought from the Colonel a vigorous denial and an equally emphatic defense from Dr. Lyman Abbott. About that time Mr. Roosevelt informed a New York *Times* reporter: "If this slander is ever printed in so many words, and by a responsible newspaper, I will bring suit for damages and settle it once for all." Subsequently *Iron Ore*, a weekly paper with a circulation of 3,750 copies, published in Ishpeming, an "upper peninsula" Michigan town of some 12,000 inhabitants, made the charge that Theodore Roosevelt "curses, lies, and gets drunk frequently, and all his friends know this." Whereupon action for libel, with damages set at $10,000, was brought against the editor and publisher, Mr. George A. Newett, and the case was tried before Judge Richard Flannigan, in Marquette, Mich., last week.

Among the many papers that accept Colonel Roosevelt's own statements concerning his drinking habits, we find the Brooklyn *Eagle*, Syracuse *Post-Standard*, and Richmond *Times-Dispatch* of the opinion that he might better have ignored the charge. As the Syracuse daily puts it:

"Fair-minded men accepted his own denial, or if not, were certainly convinced by the weight of evidence brought to support his word. That his trip to Michigan to make his reputation for temperance a matter of court record and to punish his detractor will serve any good purpose we doubt. Those by whom the slander is believed, in spite of the angry and emphatic denials of those who have been in closest contact with him, will not alter their belief or put check on their tongues because he gets

ROOSEVELT OCCASIONALLY TAKES

White Wines — Sherry
Madeira — Mint Juleps
Champagne — Brandy in Milk

ROOSEVELT NEVER TAKES

Cocktails — Highballs — Whisky
Red Wines — Beer

ROOSEVELT LIKES TO TAKE

Tea — Milk — Mineral Waters

WHAT AN EX-PRESIDENT DRINKS.

a verdict from a jury. The whole proceeding will serve no good purpose, and it is not a pleasing spectacle."

Yet the New York *Times* believes that "Mr. Roosevelt has acted both courageously and wisely." In this case "neither silence nor a vigorous denial would have sufficed," and the Colonel has "taken the one way to settle this matter for all

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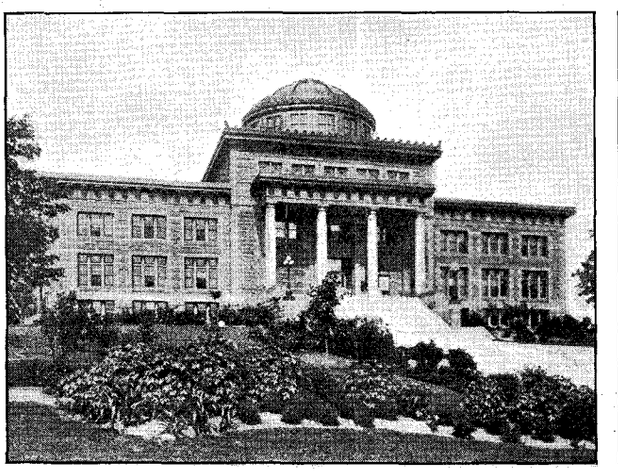

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COLONEL ROOSEVELT,
Who says he was never drunk.

THE MARQUETTE COUNTY COURT-HOUSE,
Where the case was tried.

GEORGE A. NEWETT,
Who imputed inebriety.

ILLUSTRATING ONE CHAPTER FROM A POSSIBLE AUTOBIOGRAPHY.

time." Indeed, say the Washington *Herald* and Philadelphia *Public Ledger*, he is "rendering real service to the country." It is undesirable, in the opinion of the Philadelphia daily,

"that American youth shall con the story that a President had great qualities, but, alas, he was a 'drunkard.' . . . . . .

"Mr. Roosevelt is taking proper steps in behalf of his own fame and the history of the country. He is also consciously or unwittingly rendering another service that will be of value in political debate and in future campaigns. He is making a powerful and effective fight for temperance—for sobriety and temperance in the use of language."

In Marquette, interest centered in the ex-President's own testimony, which was followed and corroborated by the statements of men close to Roosevelt in private or public life. The Colonel's story was detailed and interesting. Its most significant statements are here given, as selected by the New York *Times*. Said Colonel Roosevelt:

"I have never drunk a cocktail or a highball in my life.

"I don't smoke and I don't drink beer, because I dislike smoking and dislike the taste of beer.

"I never have drunk whisky or brandy except when the doctor prescribed it, or possibly on some occasion after great exposure.

"The only wines that I have drunk have been white wines, Madeira, champagne, or occasionally a glass of sherry.

"At public dinners I sometimes drink a glass of champagne or perhaps two. I think that on the average this means that I will drink champagne once a month.

"At home I often at dinner will drink a wine-glass or two wine-glasses of Madeira.

"Mint juleps I very rarely drink. At the White House we had a mint bed, and I should think that on the average I may have drunk half a dozen mint juleps a year. Since I left the White House, four years ago, to the best of my memory I have drunk mint juleps twice.

"During the last fourteen years I do not think I have drunk whisky straight or with water more than half a dozen times.

"As for brandy, I never drink it any more than I do whisky when I am at home or on a hunting trip, but on very hard campaign trips I have frequently, just before going to bed, drunk one or two goblets of milk with a teaspoonful of brandy to the goblet.

"I never made a practise of drinking at a bar, and I don't believe that I have drunk at a bar for twenty-odd years.

"I never in my life, while in the White House or anywhere else, have ever left a room for the purpose of getting a drink between meals.

"For the last fifteen years I can give you in detail just about what I have drunk, and neither during those fifteen years nor since I have been of age have I ever under any circumstances been in even the smallest degree under the influence of liquor."

Mr. Roosevelt's "unpardonable sin," comments the New York *Evening Sun*, "was that he was a temperate man and not a total abstainer." But, concludes *The World*, "where the thoroughness of a man's temperance can only be gaged by the number of teaspoonfuls of intoxicants that he has absorbed, smiles must become the order of the day."

TOPICS IN BRIEF

EVIDENTLY it is President Wilson that put the go in jingo.—*Columbia State.*

THE Republicans are laying plans, but it is doubtful if they will hatch.—*Charleston News and Courier.*

NINE Cornell men are learning to cook, thus justifying the worst fears of the antisuffragists.—*Kansas City Times.*

CALIFORNIA, however, continues to see no objection to using alien labels on her champagne bottles.—*Columbia State.*

IN spite of all you read in the papers, Washington is more deeply interested in Walter Johnson than in Hiram.—*Syracuse Post-Standard.*

IF the Government doctors are right, there are a lot of turtles being wasted on serum that ought to go into soup.—*Philadelphia Inquirer.*

NATURALLY an "industrious" lobby at Washington attracts attention, as anything industrious always does down there.—*Boston Transcript.*

WHY don't the Chautauqua circuits stage a series of joint debates between Mr. Garrison, Secretary of War, and Mr. Bryan, Secretary of Peace?—*Kansas City Star.*

DOUBTLESS Friendship, N. Y., is all sot up over Bryan's proposition to name a warship after it before Rochester or Syracuse is thus honored.—*Syracuse Post-Standard.*

THE Balkan allies' demand for a $400,000,000 war indemnity probably exceeds the supply.—*Philadelphia Record.*

IN the present hysterical state of our yellow press, we expect to sight a Japanese fleet off Cape Hearst any minute now.—*Columbia State.*

THE sentence of a country editor to the chain-gang may delay the issue of the paper, but it will give him a nice, long rest.—*Washington Post.*

IF the movement to send George Ade to Congress should succeed it is to be hoped he may be given unlimited leave to print.—*St. Louis Republic.*

IF the Balkan so-to-speak allies continue to fight among themselves it might pay Turkey to unpack its trunk and await developments.—*Chicago News.*

OSCAR UNDERWOOD is spoken of as having framed the tariff bill. Payne and Aldrich were referred to as having "framed up" theirs.—*Louisville Courier-Journal.*

THE turkey trot, the bunny hug, and the tango are forbidden at White House dances, but 17,000 office-seekers continue to do the hen-on-a-hot-griddle on the front lawn.—*Philadelphia North American.*

TURKEY, it is reported, will be amply represented at the London peace conference, her only regret probably being that universal peace didn't come a little sooner.—*Southern Lumberman (Nashville).*

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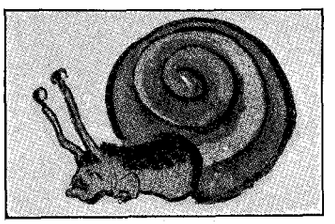
FOREIGN COMMENT

A CHINO-JAPANESE FLIRTATION

THE ANTI-ORIENTAL activities in California seem not unlikely to bring about a closer understanding between Japan and China. Already such Tokyo journals as the *Yorodzu* have begun to talk about the organization of an anti-American league among Oriental nations. On the Chinese side, sentiment in favor of an alliance with Japan is also manifest. Dr. Sun Yat-sen, during his recent visit to Japan, delivered at a gathering of Chinese residents in Nagasaki a speech in which he came out squarely for a Chino-Japanese alliance. "It was the Manchus," he said, who stood in the way of Chino-Japanese friendship, but now that the old régime is gone we should have no difficulty in realizing what ought to have been realized long ago." It is significant, too, that almost simultaneously with the arrival of Dr. Sun in Japan, the Chinese Government asked Dr. Hirai, of the Railway Bureau of Japan, and Dr. Ariga, one of the foremost scholars of jurisprudence, to come to Peking as advisers to the Department of Communications and the Department of Judicial Affairs, respectively. Upon his return to Shanghai from Tokyo, Dr. Sun stated to the representative of the Tokyo *Asahi* that his chief mission in Japan was to find out the real attitude of the Japanese Government and people toward China. He further said:



JAPAN'S FOREIGN POLICY.
—*Puck* (Tokyo).

"When I returned to China two years ago, after an exile of twenty years, I found to my great surprize that my fellow countrymen entertained intense suspicion and even hatred toward Japan. They thought that Japan, hand in glove with the European Powers, was contemplating the partition of China. I could not believe it. To ascertain the real situation, I went over to Japan and there met and talked with men of all classes and of all shades of opinion. To my great satisfaction I discovered that the Japanese desire to befriend us is deep-seated and sincere.

"Japan, tho entering into world competition much later than China, has gained a deeper and wider knowledge of international affairs as well as of modern science and arts. A commercial alliance with such an alert nation would be a signal advantage to us. It is my intention to tour China and propagate the gospel of Chino-Japanese friendship.

"As for a political alliance with Japan, it is possible and advisable, but at this moment I do not care to say anything definite about it."

"WEAK AND BOWING" IS A FITTING DESCRIPTION OF OUR DIPLOMACY. IT IS BADLY IN NEED OF PROPS LIKE THESE. —*Puck* (Tokyo).

In spite of the guarded expression of Dr. Sun, however, the Shanghai correspondent of the *Asahi* thinks that he really recommended to President Yuan Shih-kai the ultimate formation of a Chino-Japanese alliance, both political and economic.

As if echoing Dr. Sun's sentiments, Mr. Ka, editor of the *Pepao Jipao* (Tien-tsin, China), contributes an article to the popular Tokyo monthly, the *Shin Koron*, advocating a bond of friendship between China and Japan. The *Chung-kwo Jipao* (Shanghai) also publishes an editorial asserting that a Chino-Japanese alliance would be even more desirable for Japan than for China. It argues:

"As long as China remains weak and impotent, Japan's position will be in constant danger. An invigorated, resuscitated China means the strengthening of Japan's position as a world Power. The outcome of the war with Russia gives us an apt illustration. Japan was victorious, to be sure, but she failed to drive Russia from Manchuria, neither could she obtain an indemnity from Russia, which left her depleted treasury unreplenished. Had China only been powerful enough to throw her influence on the Japanese side of the scale, the result of the war would have been different."

The *Jiji*, an influential financial organ in Tokyo, views the utterances of Dr. Sun and the Chinese editors with jubilation, saying that they are exactly the views long held by the leading men of Japan. This journal is responsible for the information that a Chino-Japanese society has been organized in Peking to promote friendly feeling between the two nations, and that the Japanese and Chinese newspaper editors in Manchuria have recently held a conference at Kirin, which resulted in the formation of a Chino-Japanese press association, whose object is to remove mutual misunderstandings between Japan and China with regard to the Manchurian question.

But these rosy views with regard to China and Japan are not shared by Professor Katzutami Ukita, of Waseda University. The professor is a man of learning in a very wide sense, and teaches history and sociology in the institution presided over by the brilliant and sagacious Count Okuma, whose ideas of statesmanship we may be warranted in believing he shares. Professor Ukita has studied at Yale and is well acquainted with the principles of our Republic. Writing on "The Future of China," in the *Japan Magazine* (Tokyo), he declares that "China is to the Orient what Turkey is to the Near East." "The solution of the Chinese problem is a much more difficult problem than the problem of Turkey." China, at present, can not rule herself. "Her sovereignty is in name only," with Russia, England, and Japan hemming her in. Before Japan will ever recognize the Chinese Republic, Tokyo will have to wait until Peking shows true mettle. The article concludes with the following threat to manage Chinese affairs if China is too weak to do so:

"At the present time, Japan, with the rest of the world, is anxiously awaiting the outcome of China's efforts after stable government. If Yuan Shi-kai fails, then there will be nothing for it but to let the Powers take a hand, and see what can be done for China. As to results, Japan is particularly concerned with having no alien Power in possession of Manchuria. She has fought two wars to keep alien Powers away from her borders, and her annexation of Korea to insure this safeguard is now an accomplished fact. Indeed, Japan must hesitate to recognize the Republic of China until she has a proper guaranty to this effect. One thing is certain, either China must be in a position to defend Manchuria against invasion or she must be content to permit Japan to do it."—*Translations made for* THE LITERARY DIGEST.

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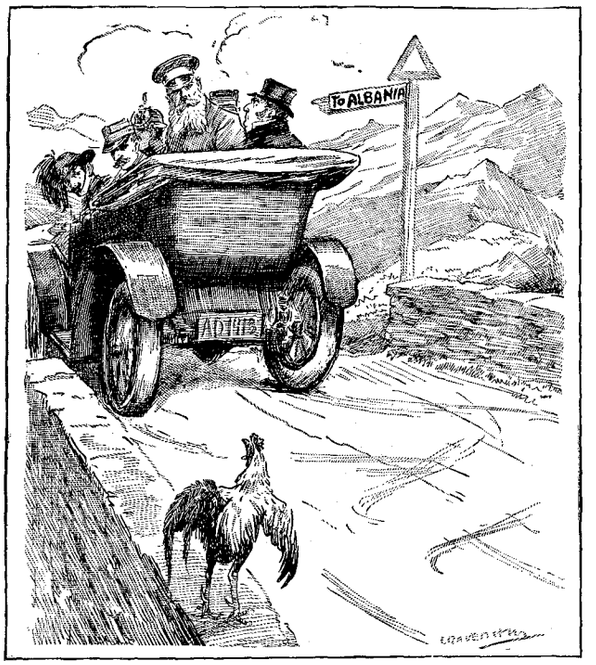
TO EUROPEANIZE TURKEY

HISTORY HAS ITS IRONIES and its revenges. At one time the Mohammedans were the intellectual and artistic leaders of Europe. It was an Arab who first introduced the Christian scholars of Europe to Aristotle, and practically made possible the scholasticism of Aquinas. Professor Jowett tells us that Greek intellectualism as interpreted by Averroes has entered with all the potency and persistency of a natural force into the literature, the politics, and the social system of Europe. But the Islam that conquered Spain, North Africa, and Persia has degenerated, and now the conquerors who once regarded Christian Europe as infinitely beneath them are crying out aloud for European teachers to remodel their political system and to teach their youths those lessons which have kept to Europe her preeminence among the continents. The result of the Balkan War has brought Turkey to the confession exprest in the most advanced of her Constantinople papers, as the lesson of "dearly bought and fruitless experience." Ahmed Effendi Aghaieff writes in the *Jeune Turc:*

"All hope of regenerating and reviving the country is not yet lost. Our Asiatic possessions are vast and full of natural riches; they could sustain a population five times their present one. Indeed, if we succeed, by a sustained effort, in reorganizing them on a rational basis, if we succeed in reviving them and giving them the glow of life, we may hope to regain soon our place among the nations.

"Besides, European instructors must be called for all the branches of the governmental machine and of the social system. To content ourselves with the reorganization of the army, the police, and the gendarmerie, would be to condemn ourselves once more to failure. We must think of the gendarmerie and the police, and also of the revival and good organization of our schools, our agriculture, our means of communication, our commerce, and our industry; for otherwise, even with the best police in the world, a people that does not have good schools to train its youth, or highways to move about and send off its products, or industries and agriculture to keep it busy and feed it, will be irrevocably doomed to misery and to all the antisocial consequences of misery."



ROAD CLEAR?

MONTENEGRIN BANTAM (having got out of the way at the last moment)—"Ha! ha! gave you a nasty scare that time."
—*Punch* (London).

The writer cites the example of other races and nations who have derived all their advantages from more advanced civilizations, as Peter the Great learned from England the secrets of a mercantile marine, and Frederick caught from Voltaire the inspiration which became the foundation of German literature, while Italy was the quarry out of which the men of Western Europe dug their costliest treasures. So of the vast Empire of Turkey this writer remarks:

"We absolutely need the help of European specialists; it is to-day acknowledged that, left to ourselves, we can not reorganize any branch of life in a satisfactory way. This may seem somewhat humiliating to our national pride; but all nations that have wished regeneration and revival have gone this same road. We may name among others Japan, Russia, and the Balkan States themselves. And this is perfectly natural; to have, for example, a good school, one must have seen such a school and to have directed it; one does not make it up out of the heart, by divine inspiration! Let us cherish no illusions about ourselves; this haughty arrogance has already cost us too dear; let us at least have learned this hard lesson. If for the past five years we had had the grace and the modesty to recognize our faults, perhaps we should to-day have been cured of them and could already dispense with foreigners. So let us not hesitate; in our appeal to the foreigners let us not stop with such and such a branch of life alone, but let us call them for all branches, and give them plenty of liberty to reorganize these departments."

DESIGNS ON ARMENIA

TO SUPPOSE that the European Powers have their hands full with present complications, and are not looking for any more trouble, would be a mistaken view. Not yet being done with the Balkan problem, they are cooking up an Armenian question. Russia, whose hopes to gain a foothold in the Balkans did not materialize, is accused of trying to compensate herself elsewhere. The Russian Government has been making overtures to the head of the Armenian clergy, the Katholikos of all the Armenians, as he is officially styled, and his mission, recently sent to St. Petersburg, was received with great honors. The object of that mission was to get some concessions for the Armenians in the Caucasus. The concessions were granted, and the Government has somewhat relaxed the iron grip in which it held the Armenians in that quarter. It was a good beginning, and it is hard to tell what the next move would have been, but just about that time Europe became aware of Russia's activities in Armenia, and all began to discuss the future of that country. This seems regrettable to the *Novoye Vremya* (St. Petersburg), which thinks that Russia alone can "solve" the Armenian question. To quote its words:

"For some time articles have been appearing in the *Berliner Tageblatt* and other German newspapers in which now the Asia Minor correspondents of these newspapers, now prominent Armenians in the capitals of Western Europe, have tried to prove the identity of German and Armenian interests in Asia Minor.

"The Germans, as ever, have proceeded methodically in this matter. From the beginning of the construction of different sections of the Bagdad Railroad the Germans began to penetrate into the obscure corners of those vilayets in which the Armenian population struggles with the terrible oppression of the Mussulman fanatics. They appeared not only in the rôle of traveling salesmen, but—what is much more dangerous—in the rôle of missionaries and preachers. The majority of these missionaries were not even native Germans, but American Germans who, as in neighboring Persia, shielded themselves under the credentials of the American Evangelical Mission Society in the Orient. These missionaries have opened schools in some Armenian cities and begun with great fervor the work of educating the younger generations. The results of their several years' work in the educational field are beginning to tell. Among the Armenians there are more and more of young ministers, physicians, and teachers who are convinced that Russia, this ancient protector of Christians in the Orient, can not undertake the solution of the Armenian question, and that the only Power which can alleviate the lot of the Armenian people is Germany. The German consuls in Asia Minor, the railroad officials of the German branch, have given employment to a number of Armenians,

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and use them for agitation not only among the Armenians in Turkey, but even in Russia. It is characteristic, for example, that the editor of the German paper in Saratov, which is published for the German colonists of the Volga region, is of Armenian extraction, one of the pupils of the German Evangelical Society."

Stating that the Austrians are siding with the Germans in this question, and quoting from an article in the *Oesterreichische*

THEIR WAR FOOTINGS.

William has only to stamp the ground to raise soldiers. The more John stamps, the deeper he sinks in the mud.
—*Kikeriki* (Vienna).

Rundschau (Vienna) by some Austrian general, in which attention is called to the activities of Russia in Asia Minor, the *Novoye Vremya* continues:

"The last Russo-Turkish war raised the hopes of the Armenian Christians in Asia Minor. But the solution of this question at the Berlin Congress . . . retarded their cause for forty years. Large numbers of Armenians, persecuted by the Turks, fled to Russian dominions; many of them got rich in Russia and became the natural promoters of the Russian policy among the Armenians. After the Adana massacre, England interested herself in the Armenian question, but did not bring any relief to the Armenians. At the present moment, not seeing any desire on the part of the Powers of the Triple Entente (England, France, and Russia) to help the Armenians, some of the Armenian leaders turn for assistance to the Powers of the Triple Alliance (Germany, Austria, and Italy), which has proved that it actually directs the destinies of the universe by creating, before the eyes of the whole Christian world, a special kingdom for one million uncivilized Albanians."—*Translation made for* THE LITERARY DIGEST.

FRENCH ARMY INCREASE OPPOSED

SERIOUS OPPOSITION has been aroused among French soldiers and members of the Socialist party in the French Assembly by the law increasing the time of military service for conscripts to three instead of two years. We read in the French press that in the garrison at Nancy sixteen soldiers have been tried for uttering their opinions against this new ordinance, and thirteen non-commissioned officers have been reduced to the ranks for conniving at such rebellious utterances. At Tourelles 150 soldiers made an open demonstration against the new law. The same disaffection has been so manifest in various quarters that the Republican-Democratic party in the National Assembly has placarded Paris with a declaration in favor of the new law, the principal passage of which runs as follows:

"The increase in the military power of Germany ought to be met by an increase in our armament, without any wish, however, that France could be anything but an advocate of peace. Who can deny that our added strength would guarantee the maintenance of peace? We should be in such a position that no one would be tempted to attack us; and if any one did attack us, we should be in a condition to resist victoriously such aggression. We have seen during the past few years one or two instances of the brutal and sudden attack of one nation against another. We shall not be safe against being thus surprized unless we have sufficient troops under arms to sustain the attack and prevent invasion. We have seen that by October next the German Army will have 866,000 men ready for active service. Our own Army under the present law of two years' service will consist of only 457,000 men, the majority of whom are raw recruits. The projected law will increase our troops in active service by about 200,000."

A somewhat similar manifesto has been issued by Mr. Le Hérissé, president of the Military Commission in charge of the army question. Speaking at a banquet he is reported in the Paris *Figaro* as saying:

"One fact is plain—we must have a reorganization of the Army, which will require a large addition in men and money. Every one must allow that this truth can not be too often dinned into the ears of the country. It is the future of France, it is the country's unity and greatness, which are at stake in our relation with the great Power on the other side of the Vosges. We do not desire to see repeated the catastrophe of 1871."

The speaker recalled to his hearers the saying of the German Chancellor in the Reichstag: "We ask for more money because if we have to fight we must fight to conquer." Mr. Le Hérissé finished his speech by saying: "We shall take as many men and as much money as we need, for if we must fight to-morrow, we do not wish to be beaten."

The new law is favored strongly, too, by Mr. Clemenceau, in the daily *Homme Libre* (Paris), in every issue of which appears an article over his name. In one such we read:

"Is it not evident that the measure for which Mr. Barthou, the Minister of War, is being blamed in many quarters is nothing more than a wise provision for the future and is really intended to be no more than a safeguard against the inferiority of our Army and of our general military situation?"

Mr. Léon Bourgeois also approves the army increase. He said at a recent meeting of the National Congress of Peace that Germany has made the proposed law absolutely necessary. To quote his words:

"The first fact that strikes us with alarm and might lead us into discouragement is that the law at this moment before the Reichstag increases the armament of Germany to a formidable degree, and makes it necessary that France should make extraordinary efforts and great sacrifices in order not to be left behind."

Which leads the Paris *Figaro* to remark:

"We may hope that the Radicals and the Radical Socialists

HOW WARS ARE MADE.

DIRECTOR OF GERMAN ARMAMENTS FIRM—"Insert this article in the French newspaper we own to stir up feeling against Germany." —*l'Humanité* (Paris).

of the Chamber of Deputies, who are making common cause to defeat this measure, will yield themselves to the arguments put forth by such leaders in the legislative body."

Speaking for those Radicals who are opposed to the law, *l'Humanité* (Paris) says:

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"We have had enough of this hypocrisy. There is no need at present of such a law. When the legislature in former times has foreseen exceptional circumstances which made the executive take such measure of safety, we could approve of such action, but now there is no such occasion. Criminal are those followers of Mr. Barthou who think that such an emergency is at present before us. . . . The Republican party should deeply ponder the

THE NEXT ARMY INCREASE IN FRANCE.
The cripples and hunchbacks will be called to the colors.
—*Fischietto* (Turin).

gravity of the decision which they are now called upon to make. The whole Army is interested in that decision, and the whole Army is, we are told, to be a reformed Army, an Army reformed as to its command, its education, and in the rule by which Parliament is to regulate and control its movements. We wish Frenchmen to understand that there should be no army reform possible in this country except by the popular will and by the Frenchmen who are to be affected by the measure; the men who are called upon and shall be called upon to serve under the colors."

A most remarkable instance of what Bebel, editor of the *Vorwärts*, and Jaurés, who controls the *Humanité*, both extreme Socialist organs, call internationalism and pacificism occurred in the recent meeting of the German and French Socialists at Berne. Teuton and Gaul are supposed to be at daggers drawn and to be rivals in their increase of national armaments. But on the platform of Socialism they present an admirable example of harmony. The final result of the Berne Congress was embodied in the following resolution, which was practically a protest against the increase of armaments both in Germany and France:

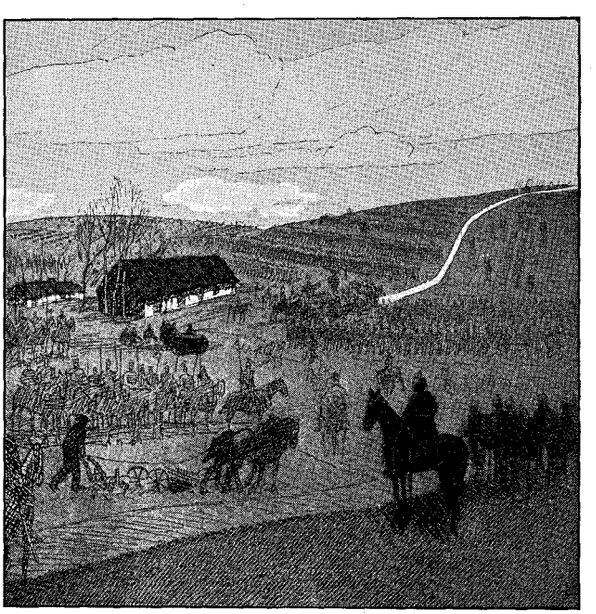
"The French and German Socialist party fight against militarism and demand that the military organization of their several countries be democratized, and that permanent or standing armies be replaced by militia whose sole duty shall be the defense of the country. Each people shall thus be left free to maintain its liberty and autonomy. We demand that all international differences shall be decided by arbitration. Modern warfare, with all its horrors, cruelties, and indescribable devastations, is always a particular menace to the middle classes. Every effort made by the political parties representing this middle class against aggressive nationalism, against the policy of foreign conquest and the folly of modern armaments, may count upon the support both of German and French Socialists. The two peoples are united in the brotherhood of a high culture, and are advancing in accord with the view of doing something for the good of a common humanity."

A leading German paper, the *Frankfurter Zeitung*, gives emphatic adherence to the resolution passed at Berne, declaring:

"The resolution contained a series of thoughts which are not new, but are noteworthy because this conference at Berne has given utterance to them. We see in this incident an intimation of a desired reconciliation between Germany and France. The most practical result of the conference and of its resolution may well be considered as showing that the wish for peace is becoming more wide-spread among the populations of both countries. This is not unnoticed by the press; many papers of each side of the frontier have left off their mutual recriminations and have tried in a great measure to repair the harm which has thus been caused. In any case a good beginning has been made in Berne. We hope that the work of the conference will increase and spread abroad and bear rich fruit in Europe."—*Translation made for* THE LITERARY DIGEST.

PORTUGAL RULED BY CARBONARIOS

IT WAS THE CARBONARIOS who organized the assassination of King Carlos and his son, in accordance with their old Italian motto, "We drive the wolves out of the forest." The forest of these "charcoal-burners," or "colliers," is the Government of Portugal and the "wolves" are the Monarchists, or those who are not in sympathy with the Republican régime. Such is the statement of the Duchess of Bedford in *The Nineteenth Century and After* (London). She has recently been visiting the westernmost republic of Europe and making notes on the condition of political prisoners there. The account she gives is horrible, and she blames the corruption of a government which is kept in power by means more cruel, relentless, and unjust than those which propt up the throne of Ivan the Terrible in Russia's darkest years. "The whole land is lying under the desolation of Jacobin rule," she declares. A secret society who call themselves Carbonarios, after the Carbonari who formed a league to rid Italy of the Bourbons in the early years of the nineteenth century, we are assured, govern Portugal. The Monarchists of Portugal have the sympathy and support of the nobility in many parts of Europe, and we find many articles denouncing the present régime. This is one of the most notable,



THERE'LL SOON BE LITTLE ROOM FOR FARMING IN GERMANY.
—*Simplicissimus* (Munich).

and it has attracted wide attention. Formerly these Monarchist articles concluded by predicting the early fall of the Republic, but such prophecies have grown fewer and less confident. The Duchess of Bedford, who bases her stirring impeachment of the

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Republic on personal observation, is the daughter of an Archdeacon of the Church of England and the wife of a Duke who not only holds a lofty place in the British nobility, but is a man of wealth, learning, and military distinction. She writes:

"The fact that King Manoel had been allowed to leave the country without hindrance, and that the change of government had been effected with the minimum of bloodshed, reflected some credit on the moderation of the party in power, and, in due course, the diplomats accredited to the fallen Monarchy were instructed to recognize the Republic. But all the hopes which might have been entertained of a sane administration of affairs were clouded when it became obvious that the Government was indifferent to the general state of the country, confining its operations to the capital, which thus became the center of opposing groups of intriguing politicians. But from the midst of this confusion one power has risen supreme. A secret society had organized the assassination of King Carlos and his son, and this nucleus, during the two years which elapsed before the revolution of 1910, grew and developed into the body of men now known as Carbonarios, who may be fitly described as practical anarchists."

Carbonarios occupy the highest posts in the Government, we are told, and hold complete sway over the destinies of the country:

"Among the prominent patrons of this society are the present Prime Minister, the Minister for Foreign Affairs, and other members of the Government. The editor of *O Mundo*, the principal organ of the Democrats, is one of its high officials. The roll-call is said to number at least 32,000, and every member is pledged by oath on initiation to kill by pistol, poison, or dagger any person whose removal has been decided on at headquarters. As is usual with all such bodies, the names of the head centers are unknown to the rank and file. These 'groups of defense'—to use the high-sounding name bestowed upon them by their chiefs—are content to do their sinister work for a consideration of 4*s*. a head per day; and, in order to justify their existence they are bound to manufacture crime if none can be discovered. Patrolling the country in bands, they forcibly enter private households, bribe the servants to make false depositions, arrest the masters, and drag them amid the opprobrious insults of the mob to the police-stations, whence they are promptly consigned, without trial or investigation, to the nearest prison. The terrible efficiency of the Carbonarios is the most formidable asset in the possession of the present Government, and proved an effectual instrument in crushing the Royalist rising of 1912."

Political prisoners, after being conveyed to the convict island of Trafraria, are subjected to every hardship—sometimes to starvation and death. A typical example of Government methods is the fate of Father Henriques, a curate of the Cathedral at Lisbon, who was ordered by his physician to go abroad for treatment at the baths and set out on board the mail steamer *Araguaya*, a British vessel. He was arrested and taken from the ship, and the Duchess declares that when the British authorities inquired into the matter the priest was released on being proved to be a perfectly innocent man. But this writer adds:

"In order to justify the arrest and imprisonment of the absolutely innocent Father Henriques, the Carbonarios asserted that he had been seen speaking to Portuguese refugees in Spain, and from this they evolved a lurid 'Jesuit conspiracy,' particulars of which were furnished by them to the news agencies. On the 10th of August it was announced that

"'A Portuguese Jesuit was arrested yesterday on board the English liner *Araguaya*. The Jesuit had taken his passage at Vigo for Brazil, and documents were found upon him proving him an agent of Paiva Couciero, the well-known Monarchist leader. A complete plan for the invasion of Portugal has been thus discovered, and with it a list of all the Monarchist conspirators, many of whom are officials now in service. The Jesuit had been commissioned to travel with the object of increasing Royalist propaganda, and of collecting the necessary funds for the purchase of an armed cruiser.'

"This dramatic paragraph, it may be incidentally remarked, is the class of fiction in which the Carbonarios excel, and for the composition of which, as has been already stated, they receive a steady wage."

Confinement in his cell for seven months proved fatal. He was released in March, 1912, but died in the early autumn. As this writer says:

"His release came too late. The prison hardships—cold and damp, bad food, insanitary conditions, and indescribable misery and discomfort—had so reduced his strength that he did not live quite seven months longer. His death was caused by rapid consumption, contracted in the damp cell at Trafraria; and he is only one of many martyrs. His old father died the same day, a few hours afterward, from grief and shock; and his brother's health has been seriously impaired by nerve-strain and acute distress in contemplation of so much undeserved and cruel suffering.

"It must not be supposed that the case given above is an exceptional one; on the contrary, it is absolutely typical. During my recent visit to the Limoeiro Prison, in Lisbon, I listened to narratives from the prisoners of an equally tragic character."

Political prisoners have to buy their own food, a system that aggravates the hardships of the jail. In the case of Father Henriques:

"In common with other prisoners in Trafraria, he often went without anything to eat, inasmuch as whenever there was a storm and the boat from Lisbon was delayed or could not cross—a very frequent contingency in winter—no food arrived, and the prisoners practically starved. Tuberculosis, rheumatism, feverish complaints, and skin diseases were rife among them in consequence of their incessant hardships."

The Duchess, who is something of an Elizabeth Fry as well as a highly educated and advanced woman of the day, visited also the political prisoners in their cells at Oporto, Coimbra, Chavas, Braga, and elsewhere, even to "the foul and sunless dungeons of the military castle of San Jorge, in Lisbon." But she found that "the prisons in the capital, compared with those in the provinces, were graphically described to me as representing the Ritz and Carlton Hotels contrasted with a wayside pothouse."

The whole of Portugal is under the Carbonarios, and lies fettered by Jacobinism as by iron chains. Who is to deliver the people of the land excepting England? As the Duchess earnestly, almost passionately, exclaims:

"What power, it may be asked, is strong enough to break the chain which holds it captive? Will it be a man? Or will it be a measure? Will it be the overthrow of the Republican Government, or can a large scheme of reform rekindle the hope which shone bright in its earlier days? Some statesmen, well versed in the history of nations, expect a return—tho perhaps at a distant period—of the fallen Monarchy. Others look forward to a renascence on lines such as Europe has seen in the recent history of the great French Republic. Whatever may be the issue of a situation still shrouded in gloom and sorrow, some practical points emerge.

"The disbanding of the Carbonarios by the withdrawal on the part of the Ministry of all official recognition must be the initial step. A general amnesty of all the political prisoners, whether awaiting trial or already condemned, would then be received throughout the country with enthusiasm.

"Is it not just and right that England, in the name of her old friendship for Portugal, should demand and obtain these guaranties of further reform?"

The views of the Duchess of Bedford are shared by influential sections of the French press. The *Soleil*, monarchical and ultramontane, confirms all that the writer in the English review says about the Portuguese Government, and regrets that France, being Republican, lost her power of intervening when she chose the non-monarchical consequences of the revolution. To quote the editorial referred to:

"If to-day the Portuguese Carbonarios ravage at their pleasure the kingdom that Dom Manoel (alas!) defended so badly, this reign of iniquity is the direct consequence of our defeat in fighting for a monarchy. A Monarchical France would long ago have delivered Portugal from its tyrants and officers. A Republican France is unhappily condemned to compromise with the persecutor and spoilers of honest people."

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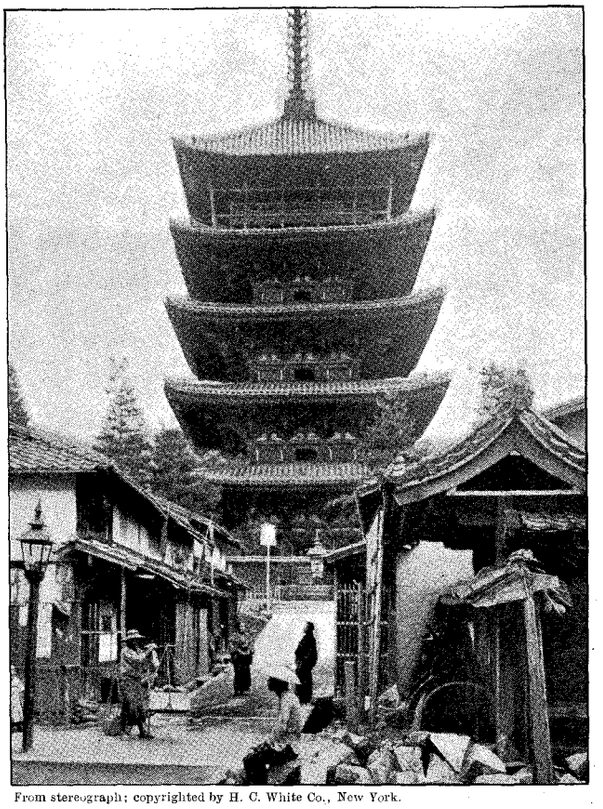
SCIENCE AND INVENTION

WHERE THE EARTH QUAKES ONCE A WEEK

EARTHQUAKES are more common in Japan than thunderstorms are with us. In Tokyo people talk of them as we do of the weather. In fact, the slighter shocks are barely noticed, and a tremor that would bring out the scare headlines in Boston or New York attracts about as much attention as a heavy frost. The bigger shocks, of course, do much damage, tho not so much as they would if the Japanese were foolish enough to employ our methods of construction. No other country, writes Miss Blackford Lawson in *Knowledge* (London, May), probably affords such facilities for the study of earthquakes as Japan, nor is there anywhere else such necessity for their scientific investigation. She goes on:



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IT SWAYS, BUT DOES NOT FALL.

A typical Japanese pagoda. It is a remarkable fact that these pagodas, built hundreds of years ago, embody the principle of the modern seismograph. A huge pendulum within preserves its stability.

"Nearly one thousand four hundred of these phenomena are recorded annually in the whole of the Empire, and in Tokyo alone there are, on an average, fifty earthquakes that can be felt during the year, or about one a week. Earthquakes, as every one knows, occur in all regions adjacent to active volcanoes, as in the neighborhood of Teneriffe, Vesuvius, Etna, and Stromboli, which are simply the safety-valves of a single earthquake district. So also Japan, Sumatra, Java, and the islands of the East Indian Archipelago are liable to fearful earthquakes; and geologists say that much of Japan would never have existed but for the seismic and volcanic agency which has elevated whole tracts above the ocean by means of repeated eruptions.

"It is, therefore, only to be expected that it occupies an unique position in the world as regards seismology. Consequently, there is a special Chair of Seismology and an Institute attached to it in the University of Tokyo, and also a special committee for the investigation of earthquakes, under the direct control of the Minister of Education. Besides this, all the provincial meteorological stations throughout Japan are equipped with instruments for recording and measuring earthquakes, and seismic phenomena are systematically studied.

"In the interior, the writer frequently met, in an out-of-the-way cave or on the mountain-side, members of the Seismological Society of Japan, originally organized by Professor Milne, who, with their delicate instruments set up, were mapping down every quiver of the earth's crust."

Miss Lawson quotes Professor Omori, a great Japanese expert, as criticizing severely the ignorance of Occidentals, especially the British in India, in their construction of buildings in earthquake lands. He said:

"It is *almost criminal* on the part of the Government to build bad structures for public purposes, such as schools, jails, and barracks, and my advice to the Indian Government would be to build more substantially, always on a sure foundation, with good binding either of wood or iron, and to use good material, especially in the case of public buildings."

The British engineers were going ahead on a totally mistaken idea, it appears:

"In Calcutta, Professor Omori found that the theory of the engineers was that the soft soil of Calcutta acted as an elastic cushion, and, by absorbing the earthquake motion, prevented it from being communicated to structures standing upon it. Now this was quite an erroneous idea, earthquake motion being invariably felt more in soft than hard ground; and even within the confines of the city of Tokyo a shock varies considerably, one in the upper part being one-half less in intensity than it is in the lower and softer parts. The same fact was also made evident in San Francisco, where at the time of the earthquake 'made ground' and soft land suffered more than the hard.

"Speaking generally, the most important principle in construction is to make the structure *a single body*, simple and compact, avoiding the possibility of different parts assuming different movements or vibrations. For example, chimneys are dangerous, because a chimney vibrates differently from the main building, and in the event of earthquake it will be found that a chimney is always broken at its junction with the roof."

Some of the older structures in Japan, we are told, have shown wonderful powers of resistance to shocks. Among these are the walls of Nagoya. Says Miss Lawson:

"They withstood the great earthquake of 1892, when thousands of houses fell in Nagoya and Gifu, and in the smaller places round about, and when all the new brick telegraph- and post-offices and other European buildings came crashing down like ninepins. On that occasion, Japanese houses did not fall, unless they were old and frail, when in many cases the supports gave way and the roof came down, imprisoning the inmates until they were rescued, sometimes from a house in flames. The walls of the Castle of Tokyo show the same remarkable state of preservation, the blocks of cyclopean masonry, there also uncemented, being neither cracked nor displaced in the least degree.

"[On the next page is seen] an earthquake-proof structure erected in the grounds of the Imperial University, Tokyo, which has been built according to mathematical calculation on a solid concrete foundation, and is intended for use as a Seismological Observatory, and as a standard with which to compare the effects of a shock on ordinary brick buildings. In it most interesting investigations into the stability of various structures against earthquake shocks are carried on, artificial earthquake motion being produced by means of a 'shaking table,' which can be made to move with independent horizontal and vertical motions by the use of steam-engines.

"Another remarkable fact in Japan is that pagodas built

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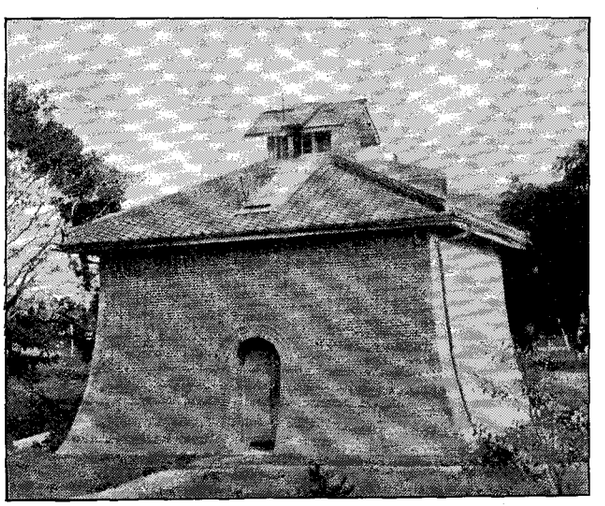
hundreds of years ago embody the principle of the modern seismograph, which is union of a stable and an unstable structure, to produce a neutral stability which renders the whole building least sensible to earthquake shock. In the hollow well of every five-storied pagoda a heavy mass of timber is suspended freely, like an exaggerated tongue, from the top right to the ground, but not in contact with it, and at the shock of an earthquake this large pendulum slowly swings, the structure sways, and then settles back safely to its base. This is also the principle followed in the construction of all bell-towers throughout Japan, where the bell acts as pendulum, and the roof, supported by posts, forms an inverted pendulum, as in the seismograph. When an earthquake occurs, a pagoda or a bell-tower may be rotated or displaced, but it can not be overturned as a whole."

IS THE KEROSENE-ENGINE COMING?

KEROSENE is perhaps our best-known liquid fuel. It is manufactured in large quantities and may be purchased cheaply almost everywhere. It is non-explosive and easily handled. Why is it so little used in motors? If our present motors are not adapted to it, why not invent one in which it can be used? In *The Horseless Age* (New York) Harrington Emerson gives an answer to these questions. The main trouble seems to be that kerosene is a mixture of several substances, and that it does not always contain these in the same proportions. A motor built to use one kind of kerosene would not run with another. Then, too, the very fact that kerosene is non-explosive militates against it, for all our internal-combustion motors, except the Diesel, operate by explosion. To quote Mr. Emerson's article:

"If the Standard Oil Co., instead of furnishing 'kerosene' boiling all the way from 300 to 500 degrees Fahr., and of a specific gravity of .79, could or would furnish commercially 'pentadecane' . . . of the specific gravity .784 and boiling neither below nor above, but just at 496 degrees Fahr., the problem of converting the oil into an explosive gas would be much simpler than it now is, especially as, short of chemical analysis, the usual and ready way of ascertaining the probable quality of an oil is to determine its specific gravity, a crude and utterly unreliable method of determining anything, for one might have of the same specific gravity .784 pure pentadecane, or a mixture of equal parts of .684 gasoline and .884 lubricating-oil. The 'pentadecane' is reliable, trustworthy, easy to manage, and free from objections; the other mixture difficult if not impossible to use. . . . . .

"If to-day gas-engines using natural gas or illuminating gas work year in and year out, reliably, without any trouble, it is because the fuel used is of constant quality, containing much hydrogen and other fixt gases and less carbon, and if to-day the difficulties of using kerosene have not been overcome it is because too much has been attempted at once."



AN EARTHQUAKE-PROOF BUILDING,
Erected in the grounds of the Imperial University, Tokyo.

After many experiments, Mr. Emerson concludes that the best way to use kerosene in an explosion-motor is with what he calls a "combined atomizer and flash vaporizer," in which the oil is fed in regulated quantity to a funnel at the outer end of a flash vaporizer, and immediately in front of a self-acting air-valve. He says:

"On the suction stroke of the engine air and oil were sucked together through the valve, the oil thoroughly atomized and also mixt with the air, but not in sufficient quantity for ignition or combustion. The mixt air and oil were drawn through a small but red-hot vaporizer, and whatever carbon deposit might have occurred on the walls of the vaporizer was swept away by the following rush of air. At the end of the vaporizer the atomized and vaporized oil and very thoroughly mixt vapor of oil and air met the incoming main supply of air and were thoroughly mixt with it. . . . This mixture was forced back into the red-hot vaporizer and suddenly exploded."

This procedure insures almost absolutely perfect combustion of the complex elements of which the kerosene is made up, but no workable engine has yet been made of this type, owing to various technical difficulties which Mr. Emerson explains in detail in his article. If we ever have a commercially usable kerosene-motor, however, it will probably, he thinks, be built on this model. But, he adds:

"It is our belief that a kerosene-engine with perfect combustion will be heavier than a gasoline-engine of the same power, because the kerosene-engine cannot run so fast and will not have so high a mean effective pressure."

All authorities, however, are not so cautious as this writer. That under ordinary working conditions any engine with a good gasoline carbureter can use kerosene is asserted by John A. Secor in an address before the Society of Automobile Engineers at Indianapolis, printed in *The Scientific American Supplement* (New York). The engine, however, must be kept at medium speeds. Says Mr. Secor:

"A car was thus taken from New York to Boston, operating entirely on kerosene except for starting. But the lack of adequate flexibility becomes increasingly apparent as the speed and power are reduced. If slowed down the car will not 'pick up.' . . . . . .

"Nearly all engineering authorities have held that in order 'for internal-combustion engines to work successfully with any of the kerosene oils, they must be provided with some form of volatilizer, vaporizer, gasifier, or its equivalent,' or in other words, supplementary means of heating the fuel, which would be unnecessary in a gas-engine."

A GASEOUS GHOST

THE VERY etymology of the word "spirit" indicates a kinship with the gases; indeed, we are frequently told that ghosts "melt into thin air." A Boston ghost composed entirely of gas did not vanish so harmlessly, but, before the stern and unromantic hand of science had caught and analyzed him, he had injured the health of a whole household, not to speak of scaring the inmates nearly to death. This ghost was composed of gas from a furnace, and the sensations that convinced these twentieth-century Bostonians of his existence were produced by breathing him. The story is told in *Science* (New York, May 9) by Franz Schneider, Jr., of the department of biology and public health of the Massachusetts Institute of Technology, who was employed professionally to examine the "haunted house" in question—a handsome residence in the Back Bay district. Where but in Boston, by the way, would the dwellers in a haunted house call on a chemist to help them out? The event certainly proved that they had gone to the right man. We read:

"The trouble centered in the third and fourth stories, which

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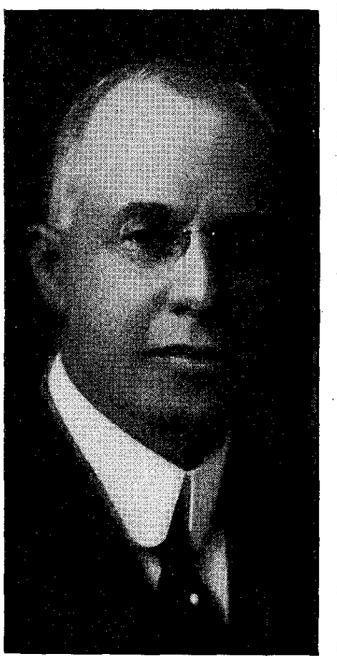
were occupied by the children and servants—the slumbers of whom were disturbed by strange sensations. It was said to be a common occurrence for servants to awake in the night with a sensation of oppression, 'as if some one were tapping upon me,' or with a 'creeping feeling going all over me with a feeling of being paralyzed.' Sounds were also said to be heard, as if some one were walking about the house or overhead. These sensations often continued after the sleeper was thoroughly awake and even after the lights had been turned on. The children of the family, who also slept on the upper floors, were similarly affected. A little boy, for example, awoke one night and inquired of his nurse why she had been lying on him, and persisted for some time in his delusion. Another child rushed screaming into the nurse's room crying that a man was waking him up, and asking why she let the man frighten him so. The children appeared sluggish in the morning and pale, even cold water losing its power to enliven them.

"These and other symptoms were well defined and often repeated, and had extended over the period of about two months during which the family had occupied the house as tenants. Upon inquiry it appeared that previous tenants had been troubled in the same way, matters having reached the point where the servants actually talked of seeing walking apparitions. The present occupant, altho not entertaining any vitalistic theory of the phenomena, was fully alive to the reality and gravity of the situation, and anxious to find the underlying cause.

"A comparatively simple and mechanistic solution of the problem soon appeared. It had been suspected that the trouble might have its origin in undetected leaks of illuminating gas, and the writer was called in to verify this theory. It developed, however, that the large amount of 'furnace' gas escaping from a viciously defective hot-air furnace was quite sufficient to cause the trouble. In this furnace the separation between the fire-box and the hot-air ducts (upon which the hygienic integrity of the apparatus depends) was badly broken, and as a result the inhabitants of the house were bathed in an atmosphere of diluted flue-gases."



HE INDICTS THE PHARMACOPŒIA.

Dr. Oliver T. Osborne declares it is overloaded with a mass of unnecessary and sometimes deleterious drugs.

In the light of these facts, Mr. Schneider goes on to say, the symptoms are readily explained. Flue-gases contain considerable amounts of sulphurous oxide and carbon monoxide, both distinctly poisonous gases. The trouble was aggravated on cold nights—when windows were closed at the top of the house, as naturally would be the case. Probably the belief in walking spirits was nourished by real noises from an adjoining house, of course exaggerated in the minds of persons wakened in the night while suffering from carbon-monoxide poisoning. The writer goes on:

"The hygienic lessons are patent. Here is a clear case of thoroughly serious poisoning which might have had at any time a fatal result, and all due to a defective hot-air furnace. This apparatus, often praised for its ventilating effect, and probably with justice when in sound condition and properly operated, may evidently become a distinct menace to health. And may not there be similar cases of a milder order, such as escape detection while still causing slight poisoning? Emphasis is also thrown on to the entire question of the possible dangers from flue-gases. Brick sewers have been found to be sometimes permeable to illuminating gas; may not these poisonous flue-gases sometimes escape into houses through porous or leaky chimneys? Slight leaks of illuminating gas have often been suggested as a cause of headaches and anemias of obscure origin; perhaps we should look to leaky furnaces and flue-gases for similar effects.

"This case should also be of interest to experimental psychologists and investigators of psychic and spiritualistic manifestations, since the reputation which this house was gaining as being haunted apparently arose in large measure from genuine sensations of apparitions and the like, induced by the breathing during sleep of a tainted atmosphere."

ANCIENT DRUGS FOR MODERN DOCTORS

THAT the United States Pharmacopœia, the official list of curative substances, is "a book of ancient drug lore" is asserted by Dr. Oliver T. Osborne, Professor of Therapeutics in the Yale Medical School, in *The Journal of the American Medical Association* (Chicago, May 10). A committee on revision has been preparing a new edition of the Pharmacopœia since 1910, and its decisions have been made public. Dr. Osborne charges that the new list will contain hundreds of unnecessary drugs, many of them old-fashioned remedies now superseded, some that are deleterious, others that rapidly deteriorate. Says Dr. Osborne:

"In this age of exposure of 'patent-medicine' frauds, and the age of education as to the danger of some drugs, the uselessness of others, and the limitations of all, the people have a right to expect that the next Pharmacopœia will be a book that can be relied on as a standard of purity and of chemical and pharmaceutical perfection in all its drugs and preparations. They have a right to expect that this book will represent the drugs found by medical experts to be of the best therapeutic value at this date, namely, 1913 A.D.

"Can there be any other guide for the acceptance of a drug or preparation for officialization in an up-to-date book of this age than that:

"1. The drug must have therapeutic value.

"2. The drug must be pure.

"3. The preparations must be the best.

"What, then, determines the best drug? Investigations in the laboratory and clinical experience; and almost every drug that is known to have clinical value shows laboratory activity. If a drug has no activities, or only dangerous activities, when used on animals in the laboratory, it is not a drug that should be dignified by recognition in a 1913 book of standard valuable drugs. . . . . .

"At this date the new Pharmacopœia will contain at least 845 drugs and preparations. About half of these are not needed. One hundred and fifty-eight drugs and preparations were recommended for omission from the last Pharmacopœia by the subcommittee on scope. Just half of these, namely, seventy-nine, were voted in by the executive committee over the adverse recommendation of the subcommittee on scope. . . . . .

"It was 'love's labor' absolutely 'lost' to collect 117,000 prescriptions from all over this country in order to ascertain how many times a given drug or preparation was ordered. How many times a drug or preparation is ordered is no criterion as to its value. Beer is in enormous demand, but it has not yet been shown that it has any medicinal or food value. Is the nutrient value of a food determined by the frequency with which it is used? The turnip is a vegetable that is constantly bought and constantly eaten, but its food value is almost nil. The Pharmacopœia is supposed to be a book of standards for drugs, and each drug should have some valuable activity."

CREDULOUS AMERICA—That Americans, as a people, are easily deceived—readily imposed on by fakers, and quick to accept any kind of occult explanation of what they see or hear—was asserted by Prof. M. V. O'Shea, of the University of Wisconsin, in a recent address at Wheeling, W. Va. He is quoted in *The University of Wisconsin Press Bulletin:*

"A nation can not prosper when the majority of its people are so easily deceived as our American audiences are. The American people are particularly prone to believe mystical explanations of every-day phenomena.

"There are dozens of new pseudo-sciences established every

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year in America. A considerable proportion of the vaudeville shows are based on 'mysteries' of one sort or another. Through special investigations it has been found that a large number of men and women in this country make their living by playing on the credulities of the people. There are regular schools that teach people these 'mysteries,' many of which have to do with 'mind-reading' or with so-called 'superhuman' bodily powers.

"The average American audience is so ready to look for supernatural explanations that they can not detect what is actually occurring when a man or woman is 'reading the minds' of subjects. There is one remedy for this deplorable attitude of mind, and that is training in scientific methods in the common schools. American schools in many places are behind those in one or two of the foreign countries, in giving children training in the appreciation of natural law. Every pupil in the public school should have some training every day in tracing cause and effect in the phenomena occurring around him. He should acquire the habit of explaining things on the basis of natural causes rather than supernatural causes."

A SEA TROLLEY

AN INGENIOUS SCHEME for doing away with harbor-pilots and guiding ships into port through tortuous channels by the aid of a submarine cable has been devised by F. W. Fitzpatrick, of Washington, D. C., who describes it in *Cassier's Magazine* (New York, June). Mr. Fitzpatrick's plan involves the use of the cable simply as a guide, but some marine inventors have proposed sending a current over it and letting vessels go in and out of port by electric power. This plan the inventor believes impracticable, but he regards his original scheme as the best ever worked out for the abolition of human pilotage, which he considers an extra-hazardous and very primitive method. Says Mr. Fitzpatrick in substance:

"The scheme here described has been thought out more particularly for New York's harbor, but it is applicable to the San Francisco ferry lines, or any port where the depths are not prohibitory. In the New York harbor I would lay a heavy wire cable from a point near the Battery, through the channel, the Narrows, and preferably the outer east channel to a point between the Scotland and the Sandy Hook lightships. At that point is safe water, 60 feet deep and more.

"This cable I would continue back, at a safe distance from the other course, a half mile or so, to the point of departure, and there splice the ends. Then we would have a continuous cable, a loop, anchored at suitable distances, so that it might not be tugged out of place and become a source of danger.

"At the sea end of this loop there would be maintained another lightship, or one of the existing ones shifted to that point. She would be armed with the most powerful fog-horns, bells, and guns, or whatever scientists prescribe as the best noise in a fog. It would not be a warning of danger, but a call to safety, and every incoming vessel would steer for it.

"On this cable would be a number of specially devised rings, to which other and lighter lines would be attached. All these lines, from a sufficient number of rings, would be held on this 'safety,' or lightship, and a similar number of them held on a tug or other boat at the shore end of the loop.

"In foggy or thick weather, or when indications would point to the probability of such weather—or, for that matter, at all times—there should be a harbor regulation prohibiting all sailing craft from entering or anchoring inside of this 60-foot depth, unless in tow of a tug or steamer; and another regulation compelling all such tugs, boats, and steamers whatsoever or by whomsoever piloted to steer direct to this lightship and there receive one of these trolleys. In calm weather it would be handed over by a lighter 'casting line,' such as is used in handling heavy landing or tow lines, and in rough weather it might be shot across a vessel's bow.

"This trolley would be taken on astern and the vessel would then proceed under its own steam at a safe and prescribed rate, dragging its trolley along the main cable. As long as the pull is fair astern, the ship is on its right course. There would be the assurance that he was safe, that no one could run into him if he kept to the rate given him. He would have to watch that rate most carefully so that he would not run into the fellow ahead of him, and he would have to make noise enough to insure the ship following him from colliding with him from behind. For all the world it would be the same as navigating a cable car, minus the inherent dangers of the cable and the passing of teams and people.

"The amount of line he would have to pay out would indicate the depth of channel the pilot was in and would tell him positively where he was. The pilot, in other words, would direct from the stern instead of from the bridge.

"All incoming vessels would follow along the right cable and deliver over their trolleys to the tug or other boat charged with the mission of receiving them at the shore end of the loop. Outgoing vessels would receive the trolleys from this tug and also follow along the right of the loop, handing over their trolleys to the lightship at its outer end—a system of double-track street-cars, pure and simple.

"The trolley would be a guide, friend, and compass, a sounding line, a guaranty of safety to the holder and to all other craft. The anchorage of the cable would be such that the pull, being upward and the trolley ring being provided with rollers, it would be bound to pass through the opening left for it in the anchors.

"The cost of laying forty miles of such a cable and anchoring it at every half or quarter mile would be insignificant when compared with the cost of collisions that so often occur, the delays, the lengthened scheduled time that has to be counted upon, the cost of pilotage and towing; not to speak of the imminent dangers and the other disadvantages of our present antiquated way of getting into and out of New York and other ports."

TO TEST DIAMONDS

HOW TO TELL real from false diamonds is briefly explained by a contributor to *Neueste Erfindungen und Erfahrungen* (Vienna, May). In the first place, he says, real brilliants may be recognized by their great hardness and high refractive index, which are not found together in any imitation stone. The diamond stays brilliant because it is hard, while other stones and imitations become scratched and dulled by friction. He goes on:

"For an experienced eye it is not difficult to decide from the appearance of the facets whether a stone is genuine or not, for those of real diamonds are seldom so regular as those of fine imitations. With the latter the greatest care is taken, in grinding, to smooth and polish not only the facets, but also the whole form into such shape as to avoid differences in the reflection, refraction, and scattering of the rays.

"In the grinding and polishing of real brilliants, on the other hand, effort is made to keep the original size, as nearly as possible, and some little irregularities in the faces and angles are preferred to any diminution in weight. In the imitations the superfluity of cheap material which may be wasted without making any difference enables a perfect counterfeit to be made.

"A necessary tool for testing is the file, which is not able to injure or scratch a real diamond, while on an imitation it quickly makes its mark. Better than the file is a fragment of sapphire, because the sapphire is the next hardest stone to the diamond. Any stone that can be scratched with a sapphire is surely no diamond.

"If a small drop of water is placed on the upper face of a brilliant and touched with a pointed pencil, the drop will keep its rounded form, while the stone remains clean and dry. If the same thing is done to a glass imitation, the drop spreads out at once.

"A diamond plunged into water will be plainly visible and will glitter through the liquid, while an imitation stone is almost invisible.

"If a person looks through a diamond, as through a bit of glass, at a black dot on a sheet of white paper, one single point will be seen clearly. If several points appear, or a blur is seen, it is an imitation.

"The white sapphire, the white topaz, and rock crystal are commonly sold as diamonds, but more often imitations are made of glass.

"To recognize these glass imitations, treatment with acids is also recommended, which removes the polish on the faces, while it does not affect the diamond, ruby, sapphire, or emerald. However, an imitation made of glass yields to the hardness-test, so that a chemical test is superfluous."—*Translation made for* THE LITERARY DIGEST.

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GOAT'S MILK FOR EVERYBODY

INSTEAD of having our cows tested for tuberculosis, or worrying ourselves to death for fear our dairyman, despite his solemn oaths, has not made the tests that he should have made, why not obtain our milk from an animal that could not have tuberculosis if it tried? That the milch goat is such an animal we are assured by Dr. W. Sheldon Bull, of Buffalo, in a pamphlet entitled "Money in Goats." Dr. Bull calls the goat "the only dairy animal immune to tuberculosis." He believes the virtues of goat's milk and the ease of obtaining it are too little known in this country, and he is applying himself to the task of filling this need, long existent, but apparently not yet sufficiently felt. Anybody can keep a goat, Dr. Bull tells us; and everybody ought to. He says:

"While it is true that the ideal locality for goats is one that is high and rocky and overgrown with weeds, briers, brush, and small trees, as they are by nature and preference browsing animals, in this respect being an exception to all other domestic stock, it is a fact that such a location is not essential. The milch goat will thrive and produce a plentiful supply of rich milk when tethered on grass land, in addition to stall-feeding, if comfortably housed at night and during bad weather; or even when kept constantly in a barn and supplied with all its rations there.

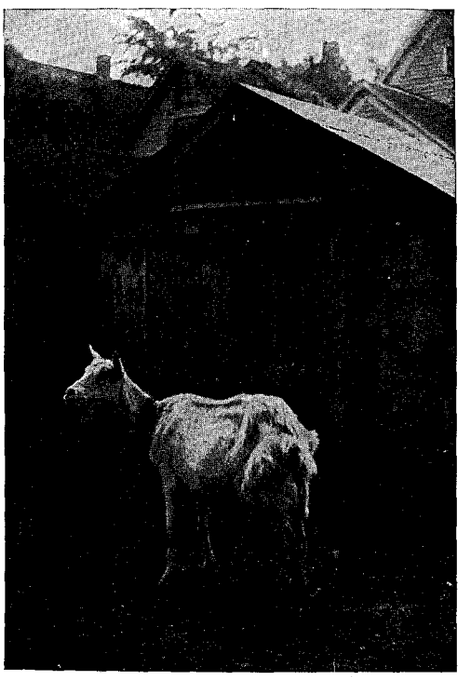
"This adaptability to confinement, together with its productiveness, makes the milch goat particularly valuable to the residents of cities and suburban places who desire to secure a regular supply of pure, new milk, without being dependent upon the milkman, whose 'milkman's milk' is not always of the best quality and which, under the most favorable circumstances, is received and consumed with more or less suspicion as to its freshness, its cleanliness, and its healthfulness.

"That the milch goat would supply a long-felt want to dwellers in villages and country towns where cow's milk is difficult to obtain at any time, and especially so in winter, needs no argument, as it will readily be seen that any one possessing a back yard large enough to contain a shelter in which to house a goat or two may have a constant supply of sweet, rich milk for a very trifling outlay.

"For with a couple of these hardy and productive little creatures, housed in a cheap, roughly constructed shed, and pastured on a common, the owner may enjoy greater advantages from an economic and hygienic point of view than does the proud possessor of a pampered, pedigreed cow of the most fashionable breed.

"First, because milk, the exclusive diet of many infants, children, and invalids, and a most essential item on the daily bill of fare of every member of the household, is furnished more cheaply by the goat, as the yield of milk, when the size of the goat and the amount of feed and care are considered, is proportionately much greater than that of the cow.

"Second: Because goat's milk is richer, more nutritious, and more easily digested than cow's milk. Aside from its greater degree of richness, there is no appreciable difference in appearance or taste. And, also, because the milch goat is practically immune to tuberculosis, while 'the apparently healthful and therefore unsuspected cow may be, and often is, dangerously tuberculous.'"



LOOKING TOWARD A BRIGHTER FUTURE.

The goat is to be promoted from the tin cans and posters of shantytown to a future of aristocratic respectability. This is a lifelike portrait of Babette, an imported Saanen milch goat.

A good goat will yield from one to two quarts of milk daily, we are told, and costs from $2 to $20, altho fancy imported varieties go as high as $50, or even $100. Dr. Bull gives detailed advice about selection, purchase, and care. All these are points that one will look for in vain, he says, among government agricultural reports, usually so helpful:

"It is much to be regretted that, while the experts of the United States Department of Agriculture have been for years engaged in working out many other important problems in plant and animal breeding, apparently the goat has been considered of so little value that no systematic or practical investigations have been made along scientific lines, with a view toward determining which of the foreign breeds of milch goats are best suited to our needs; nor regarding the development of native breeds of 'deep-milking' goats; nor with reference to the improvement of our common goats, by increasing the size and quality of the short-haired varieties, and thus making them more valuable for their flesh and for their skins, and as foundation stock for grade Angoras and milch goats.

"So far as attempting to overcome the ignorance and prejudice regarding the goat by any organized or systematic effort toward educating the public with reference to the economic, dietary, and sanitary value of the animal, we are far behind other civilized countries.

"Considering, however, the fact that during the five fiscal years ending June 30, 1910, goat-skins to the value of $137,404,900 were bought by the United States from other countries, as practically none were produced in this country, is not here, alone, an 'infant industry' well worth 'investigating' and 'fostering'?"

BOTTLED SUN-POWER—The solar energy now going to waste in vast amounts in such parts of the world as the Sahara Desert may some day be stored and brought to habitable lands, where it can be used. So we are assured by James O. Handy, president of the Engineers' Society of Western Pennsylvania, in his retiring address recently printed in *The American Machinist* (New York). All that we need, Mr. Handy says, is "a method of converting the sun's energy in dry, tropical countries directly into a form which may be transmitted to habitable countries where it may be used." This would appear to be a job of some magnitude, but Mr. Handy thinks some one will perform it. He says in part:

"In the tropics the heat per square kilometer will equal that produced by the complete combustion of 1,000 tons of coal. A surface of only 10,000 sq. km. receives in a year, calculating a day of only six hours, a quantity of heat corresponding to that produced by the burning of 3½ billion tons of coal, or more than three times the annual production of coal. The desert of Sahara, with its 6,000,000 sq. km. receives daily solar energy equivalent to 6,000,000,000 tons of coal.

"It is estimated that the earth produces yearly 32,000,000,000 tons of vegetable matter, which, if burned, would correspond to 18,000,000 tons of coal. We can prepare for the exhaustion of coal by studying which types of vegetation produce woody fiber most rapidly, and can use extensive methods of cultivating them for fuel and afterward convert this fuel into energy.

"There is reason for hope, however, that we may be able to do more than to improve agricultural methods of producing fuel if we take advantage of the fact that many chemical changes are produced by the action of the sun's rays, and that some of these now known, or which may be discovered, may be the basis of a method of converting the sun's energy in dry, tropical countries quite directly into a form which may be transmitted to habitable countries where it may be used."

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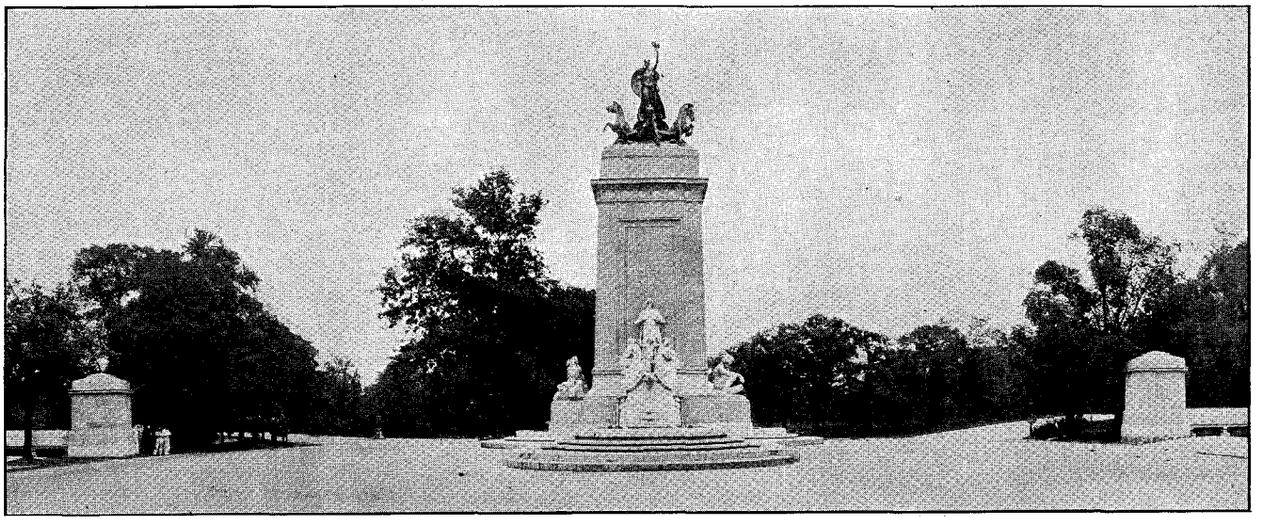
LETTERS AND ART



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A CRITICIZED MEMORIAL OF A GREAT NATIONAL EVENT.
The *Maine* disaster started one unpleasantness—its memorial seems to breed another.

FLAWS IN THE MAINE MEMORIAL

AN ART DISPUTE of more than local interest promises to develop around the national *Maine* monument unveiled in New York on Decoration Day to the accompaniment of a naval and military pageant. This memorial, which was erected by popular subscription in honor of the officers and men who went down with the battle-ship *Maine* in the waters of Havana Harbor, is the work of H. Van Buren Magonigle, architect, and Attilio Piccirilli, sculptor, and was chosen by the special committee in charge, acting in consultation with an advisory committee of prominent artists, as the most appropriate and beautiful of the forty-seven models submitted. It was approved, moreover, by the Municipal Art Commission. Yet no sooner had the hoardings which concealed the finished monument been removed than the correspondence columns of the New York press began to resound with what *The Evening Post* describes as "a chorus of unfavorable criticism from artists and art-loving laymen of this city," and a movement is afoot to make these protests effective through the cooperation of the Fine Arts Federation.

The monument, which stands at the Columbus Circle entrance to Central Park, consists of a massive shaft of Tennessee marble, forty feet tall, surmounted by a gilded bronze figure of Columbia Triumphant, and surrounded at the base with groups of symbolical statuary. Columbia, who stands erect on a chariot drawn by three fabulous horses of the sea, is cast from guns recovered from the *Maine*. The figures at the base are all of pink Tennessee marble. On two sides single figures represent the Atlantic and Pacific oceans, thereby suggesting, we are told, the national scope of the memorial. The remaining groups are thus described in the New York *Times:*

"At the foot of the shaft, and facing the Circle, is a group of sculpture—Courage awaiting the flight of Peace, while Fortitude supports the feeble. These are figures nearly twice actual life size.

"Above the group is the following inscription:

"'To the Valiant Seamen Who Perished in the Maine —By Fate Unwarned, in Death Unafraid.'

"On the lower part of the pedestal supporting this group is a conventional boat-prow on which kneels a figure of a boy holding wreaths of olive and laurel, suggesting the new era inaugurated in Cuba through the Spanish War.

"A low fountain-basin extends toward the Circle from this side of the monument, approached by three broad steps, forming a stylobate.

"The corresponding group on the side facing the Park is post-bellum in motif—Justice, having intrusted her sword to the Genius of War to execute her mandates, receives it again at his hands, while History records its deeds.

"The inscription over this group reads as follows:

"'To the Freemen Who Died in the War with Spain That Others Might Be Free.'"

Now for the complaints. Some say the color of the pink marble is too garish; some, that the figure at the top is dwarfed by those at the base; others, that it is badly placed. A member of the Academy who prefers to be quoted anonymously said to a representative of *The Evening Post:*

"The first consideration in designing a monument should be bulk, mass, composition—detail comes second. If the large forms are good, the detail will appear to advantage. But you must take the whole from a distance, and if you get the impression that it is well balanced, then the designer has won his most important point.

"And that is where this monument has failed. Some of the detail is quite good, but the central group appears small and on a different scale from the lower figures. The pedestal is heavy and big, and on top is a lot of little things which have no connection with such a base, demanding, by its shape and bulk, an enormous figure or group. But here there is no composition, no line, no harmony, no feeling of nature—those horses, if they are horses, are quite dreadful and ungraceful, from whatever angle you view them—all is clumsy and badly drawn. And it was an unpardonable error to place it so close to the Columbus monument, in the center of the Circle. Generally considered, I regard the monument as a distinct blemish to the city and its erection the more regrettable because it mars one of the finest of our open spaces."

Even more emphatic is the disapproval of another painter, Mr. Leon Dabo:

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"This monument is of the same character and quality as the Dante monument, now in cold storage on the steamship docks in Hoboken, which the same Municipal Art Commission refused. As stone carving and modeling, it is in the same class as Ettore Ximines's pseudo-classic monument sculpture at its best. These monuments may be seen in South American cities, but that is no reason why we should have them here in New York.

"That beautiful vista of green trees, driveways, with a rose-and-gold suggestion of houses in the distance, is spoiled, and the spoiling of that lovely spot is not excusable, since we are supposed to have a Muncipal Art Commission composed of artists, architects, and art-loving, public-spirited laymen, whose business it is to prevent just such things from disfiguring our open spaces.

"What possible relationship the various groups have to one another is a mystery. The strange beasts supposed to be horses are crawling out of the hollow shaft; the stone figures around the base have no relationship with the pedestal, nor with the figures on the top. . . . . .

"Architecturally, constructively, the whole thing is cheap, and therefore bad. Judged in its relation to the landscape beyond, it fits about as well as an enlarged wedding-cake model would—in fact, the pink-tinted stone does suggest ice-cream, only—and unfortunately—unlike our national dessert, it will not melt in the sun. Maybe the militant suffragettes will help us there."

In justice to the members of the Art Commission who approved the design, says *The Evening Post*, it should be remembered that the small sketch submitted probably did not show the difference in scale between the lower groups and the figures on the top. "The principal change which the Fine Arts Confederation may be asked to consider," we read, "would be the substitution of another group for the gilded Columbia and her dolphin-horses, or their elimination, and the filling of their place by a simple cap to the plinth."

Gen. James Grant Wilson, chairman of the Maine Memorial fund committee, issues the following statement:

"It is right, I think, that the million and more subscribers should know that in conjunction with the committee, of which the undersigned is chairman, there was a committee of prominent artists acting in an advisory capacity.

"This committee consisted of Frederick Dielman, then president of the National Academy of Design; John La Farge, president of the Society of American Artists and Mural Painters; Walter Cook, chairman of the New York Chapter of the American Institute of Architects, and the well-known sculptor, W. R. O'Donovan.

"Out of forty-seven models submitted, three were selected, and two received money prizes. These three were of about equal architectural merit, but the one finally selected was of obviously superior merit in the matter of its sculpture, and the committee has found no reason—now that the memorial is completed—to reverse its opinion, or to regret its choice."

A FRAGONARD PORTRAIT THAT RECENTLY BROUGHT $60,100.

Madame de Norenvai, reader to Marie Antoinette.

A NEGLECTED ARTIST REDISCOVERED

TO BRUSH THE DUST of a century's neglect from the work of a master and restore him to his rights in public esteem was one of the achievements of the great millionaire collector who recently left us. A very interesting book, says Charles H. Caffin, might be written on the revival of interest in certain artists and periods of art long after they seemed to have fallen into permanent neglect. As an instance, he cites the work of Jean Honoré Fragonard, which is now enjoying a vogue with the collectors after an eclipse that lasted nearly a hundred years. It was the late J. Pierpont Morgan, Mr. Caffin goes on to say, who stimulated the demand for Fragonard's pictures, these having shared the general disfavor into which the rococo period of French painting had fallen during the nineteenth century. It is fifteen years now since Mr. Morgan added five Fragonards to his collection, at a cost of $250,000, and a few weeks ago four decorative panels by the same brush brought $71,000 at the Kraemer sale in Paris. Fragonard was born in Grasse, Provence, in 1732, and died in 1806. Says Mr. Caffin, writing in the New York *American:*

"It is an interesting fact that while Fragonard in the days of his prosperity found the nobility eager to possess his work, they were becoming too impoverished to be handsome buyers, so that his important patrons belonged to the class known as 'fermiers.' These were the financiers who farmed the public debt, advanced money on the land and collected the taxes, and thus became the actual land owners of the richest provinces of France.

"Did the knowledge of this help to interest J. Pierpont Morgan in Fragonard's art? At any rate, so far as Fragonard was concerned, history repeated itself. His art, which had been patronized chiefly by the banker-financiers of the eighteenth century, owed largely its revived vogue a hundred years later to the great banker-financier of America."

The five canvases purchased by Mr. Morgan, in 1898, form a decorative series, the theme being "Love and the Maiden." Mr. Caffin thus briefly describes them:

"In the first panel she is sitting in a wood at the foot of a column, weary of walking alone, while Love, hovering above her, seems to be beckoning a lover to console her. Later, as she is seated on a terrace, her lover's form appears above the balustrade. He has mounted by a ladder and she, in the surprize of the moment, waves him away with her hand. But later he pursues his suit, and coming upon the maiden with her little sister, holds out a rose to plead his cause. In another scene he has the loved one in his arms, while she reads his amorous verses. Finally, as she pauses in her singing, she crowns the kneeling lover who has inspired the song, and the artist, seated in the

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shadow of the foreground, is making a picture of their happiness."

Of this artist's place among the French painters we read:

"While Fragonard had not the high artistic seriousness of Watteau or, possibly, the invention of Boucher, he excelled the latter as a painter, and in this respect as well as that of color and design, was superior to all the other artists of the 'scènes galantes.' His work links up with Watteau's in maintaining the tradition of Rubens, whose Medici pictures, then in the Luxembourg and now in the Louvre, have been, together with Venetian painting, the inspiration of what is most characteristic of the Gallic spirit in French art."

OUR FUTURE DRAMATIC CENTER

CHICAGO IS OVERTAKING New York as a theatrical producing center and will some day become our dramatic metropolis, is the striking prediction advanced by A. Milo Bennett, in the New York *Dramatic Mirror*. Basing his argument on facts and figures set forth in the report of the Chicago Association of Commerce, Mr. Bennett maintains that the relative positions of New York and Chicago in matters theatrical are changing rapidly, and that "ultimately Chicago will inevitably become the theatrical-business center of the United States." Already, he says, "Chicago is being recognized as the natural focus of the demands of the country at large, and is found to reflect more accurately the artistic tastes of all sections and their consequent demands upon theatrical producers than any other point." For this reason "the number of plays produced in Chicago is constantly growing, and the time when Chicago will be the production center of the country, therefore, can confidently be predicted." To give substance to his prediction, Mr. Bennett cites the following statistics:

"There are at least five theaters in Chicago housed in buildings which represent an investment of more than $1,000,000 each. The rental paid for one theater is $67,500 a year, and probably the lowest rental for any theater property in the Loop District is not less than $20,000, such rentals in general ranging from $25,000 to $50,000.

"The land occupied by the theaters in the business district, from Chicago Avenue to Twelfth Street, is worth approximately $20,000,000. The buildings and furnishings represent $17,000,000 more. Adding $3,000,000 for the value of outlying theater properties and $5,424,000 for the numerous picture theaters, the total investment for the entertainment of Chicagoans exceeds $46,000,000.

"Some people think that the amusement business in Chicago is overdone, but according to recent records there are more than 100 permits pending for new theater buildings—this notwithstanding the fact that the theaters within the city limits which present either musical comedy, vaudeville, drama, burlesque, or stock shows, number 116. With the 452 picture theaters and eleven park theaters open in the summer time, there is at present a total of 579 theater buildings in Chicago.

"But Chicago's theatrical business is not measured alone by the productions of local playhouses. There are thirty-five or more companies maintaining attractions 'on the road.' Several of these have as many as ten companies under one management. Since 1903 upward of 150 companies have been organized in Chicago each year for what in theatrical parlance is known as one-night or one-week stands. Nearly as many repertoire companies are organized here each year as well as seventy-five stock companies.

"The average number of people in a repertoire company is about fourteen, including the manager, the agent, and the musical director, the same average holding for the one-night-stand troupes. The average stock company requires about fifteen actors. The larger manufacturers of moving-picture films also maintain stock companies of large size, one such concern giving employment to nearly 300 actors. All told, about 4,000 actors are employed out of Chicago in the foregoing branches of the profession.

"Chicago is the great booking center of the country in vaudeville lines. Very nearly all of the agencies maintaining large vaudeville circuits have their principal office in Chicago, and these circuits extend across the entire country. Some of these chains of vaudeville houses number as many as 300. In practically every vaudeville house in the country west of Pittsburg the bookings are made in Chicago.

"Some 3,372 vaudeville artists book out of Chicago touring these vaudeville circuits. When we include the 4,000 actors who leave Chicago with various other companies and more than 7,000 employed in Chicago, either as actors in the production of local plays or in the management of the city's numerous theaters, the number of professional people given employment in Chicago exceeds 16,000.

"If it were possible to estimate the total amount of money spent by the Chicago public each year for theatrical attractions, it probably would be easy to prove that more money is spent on amusements in this city than for any single commodity or merchandise or for any of the 'necessities' of life. In the down-town theaters alone a single year's receipts approximate $6,500,000, the box-office receipts of a single playhouse being $635,000 during 1912. The average attendance of ten of the larger theaters of the city was 350,000 for the year, while, according to authoritative figures, there are fourteen theaters in Chicago which together play to 40,000 a day."

YALE'S DENATURED "TAP DAY"

THE UNDERGRADUATE REVOLT against certain undemocratic developments in Yale's famous senior societies—Skull and Bones, Scroll and Keys, and Wolf's Head—is a matter recently made familiar to the fiction-reading public through Owen Johnson's "Stover at Yale." That this insurgency is bearing fruit is indicated by newspaper reports of the latest Tap Day, that breathless occasion when the forty-five chosen juniors are "tapped" on the shoulder to notify them of their election to the senior societies. Tap Day has been regarded as the outward and visible sign of the undesirable tendencies complained of in these societies. Thus in a protest issued by the insurgent element in the sophomore class we are informed that the undemocratic spirit finds shelter behind "the excessive secrecy" that envelops the senior societies, and that the effect of this secrecy "is greatly magnified by the extreme publicity of Tap Day." In this protest we read further:

"Tap Day is not only an unnecessary and sensational display, giving undue advertisement to the societies themselves, but also overemphasizes the distinction between those who are chosen and those who are not. Moreover, the secrecy which this publicity makes doubly evident immediately places the senior societies, peculiar institutions as they are, still more conspicuously before the undergraduate mind, resulting in a tendency to overrate the senior social system, making it an end, not a means; thus stimulating a too keen pursuit of extra-curriculum activities in order to attain to the desired end, with a corresponding depreciation in curriculum interest and attention.

"It has been asserted that secrecy is essential in upholding a proper respect for the societies; we maintain that if the societies can not command respect, with or without secrecy, purely through the esteem which people have for their members, they have not then chosen men most deserving of the societies.

"We believe that there should be a recognition of merit, not on the basis of actual accomplishments alone, but to a large degree on the basis of what men have attempted to do and on the revelation in that attempt of qualities of character and of personality. We believe that the forty-five men who have so gained the esteem and respect of their classmates and represent to that class the highest ideals of Yale should be elected without undue regard to family influence or personal interests; furthermore, that they should be judged on their characters as revealed here at Yale, rather than on any indefinite assumption of future possibilities."

This year not only was Tap Day shorn of much of its pomp and ceremony, but the elections were of a nature to win approval even from the insurgents, the men chosen being for the most part really representative of the undergraduate body. For the first time the public were excluded from the ceremony, the

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faculty had business elsewhere, and the campus was left almost entirely to the two classes directly concerned. The denatured event is thus described in the New York *Times:*

"'Billy' Weiser and 'Jim' Donnelly, the veteran campus policemen, never before witnessed a Tap Day of which the ceremonies were cut by most of the sophomores, with non-society seniors gibing from their perches in overhanging branches and with freshmen kept in the background. The back-slapping and the fateful 'Go to your room!' did not resound with such terrific earnestness as of yore, and at least a quarter of the men who were tapped had worked with their books.

"The rest of the forty-five, with few exceptions, fairly represented the university in its athletics and in literary, dramatic, religious, and social activities. Few were taken in simply because they were to be heirs to millions."

These matters "are of an importance far transcending that of the usual undergraduate activity," declares the New York *Nation*, because they involve "a question of Americanism, and the democracy of our American colleges." Enlarging on this point *The Nation* goes on to say:

"The great fact is that here is one college community which has taken in hand the most serious problem of our American college and university life—the controlling of the spirit of caste which, in the East at least, tends to separate it from the spirit of the nation and its democratic institutions. It was precisely along these lines that Woodrow Wilson fought at Princeton, and it is the same evil situation at Harvard which led President Lowell to take the lead in the establishment of the freshman dormitories. The protest of the sophomores at Yale went straight to the point in that they denounced the Tap Day elections because the successful were chosen in the main for wealth, athletic success, or social position. It is precisely this state of affairs that has arisen, or has threatened to arise, whenever the undergraduate societies have been permitted to flourish unchecked and uncontrolled.

"As one looks back the wonder grows that trustees and faculties have been so blind as to what was coming. Take Harvard, for instance. The growth of the 'Gold Coast' of luxurious dormitories was gradual. It did not come overnight. But faculty and overseers did nothing. No effort was made to compete by modernizing the college dormitories, and no special campaign was made to induce the graduates to erect new ones. The attitude assumed was one of hopeless impotence. If capital *would* invest in Cambridge and parents would pay the high rents—why, what could the president or any one else do? It never occurred to them that they might check the whole thing by building proper dormitories themselves, and by refusing to permit students to reside in buildings whose appointments were not in keeping with the best traditions of our universities. With despotic power in their hands, trustees have not dared to use it.

"Now the responsibility for all this—it is merely another phase of the same disease they began to cauterize at Yale yesterday—can not be shirked by trustees and faculty. Their power is too evident; their shortcomings of the past too clear. The day can not be far off when enlightened public sentiment will compel these gentlemen to move, if their own consciences do not.

"The side-show, to use President Wilson's expressive phrase, must not be allowed to overshadow the circus; our undergraduate must be kept in touch with the democracy of our American life. Where that has been impaired by twentieth-century standards and the rise of great fortunes, it is no excuse to say that our colleges are but cross-sections of the nation's life. They were not created and are not maintained for that purpose; but to uphold the standards of simple democratic living, free from all snobbery and luxury, which are inseparable from scholarship and the truly intellectual life."

DANIEL GREGORY MASON,

Who emphasizes the value of music, "the only language that requires no translation," as an influence for international peace.

MUSIC AS A PEACE FACTOR

MUSIC IS "a language that requires no translation," and this quality of universal comprehensibility, says Daniel Gregory Mason, assistant professor of music in Columbia University, gives it "a strong claim on the attention of those interested in international friendship and the cessation of wars." "If it be true," he argues, "that music is, in sober fact, the only international language, the only emotional and spiritual coinage that is honored all over the world, then it must surely be an invaluable influence toward peace," because "after all, the acts of governments are ultimately dependent on the temper of the people behind them." And until the masses in different countries are more conscious of the spiritual inheritance that they have in common than of the superficial differences that separate them there can be no secure basis for a lasting peace. In developing this mutual understanding between nations, all the arts, of course, do their share; but music's contribution, says Mr. Mason, is more far-reaching than that of any other art, unless it be literature. The plastic arts, "by nature more objective than the arts of literature and music, may be of great service in familiarizing us with the external aspects of distant countries, and thus making us feel at home there." But literature and music "exercise an even more important influence, perhaps, toward international fellowship," since "they are not obliged to go indirectly at the spirit through the body, but are privileged to express directly and poignantly the most intimate facts of mental and emotional life." And even over literature music has one advantage—it does not have to be translated. To quote further from Mr. Mason's argument, which is published in pamphlet form by the American Association for International Conciliation:

"The work of art in words must be translated if it is to make its appeal beyond its limited audience; the work of art in tones appeals to every human being in the measure of his capacity to hear and to understand intelligently what he hears. Moreover, the habit of reading is confined to certain classes; some people who never open a book listen with ardor and a certain degree of intelligence to music. . . . Probably for every ten Americans who have gained a sense of sympathy with Germany through Goethe's or Heine's poetry there are a dozen who love Beethoven's music. Few except special students could give an intelligent account of a great literary masterpiece of an out-of-the-way country like the Norwegian Ibsen's 'Peer Gynt'; how many have delighted in the melodious orchestral suite founded upon it by Grieg!

"It would of course be absurd to claim that music can give us anything like the detailed information that literature can, or that its message is at all comparable to that of literature in concreteness and definiteness. In any such comparison music must suffer. So far as international peace depends upon the communication of facts and concrete thoughts from nation to nation, literature is doubtless its chief servant. But the present point is that it depends not only on these, but also, and perhaps even more intimately, on profound temperamental affinities and sympathies that can best be nurtured by such an art as music, with its wonderful power of illuminating the depths of our emotional life. It can not show us the other man's intellectual ideas; but if, by way of compensation for this shortcoming of vagueness, it has an incomparable power to reveal what is even deeper, his loves and hates, his hopes and fears, in a word, the temperamental soil out of which all his ideas must grow, is not that an even more vital revelation? Music thus seems to bring us into contact at a deeper level than that of the spoken word."

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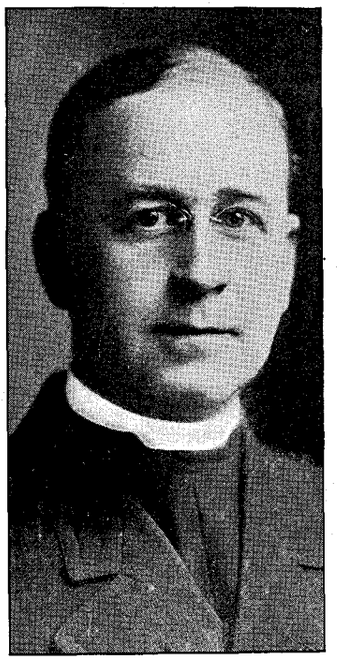
RELIGION AND SOCIAL SERVICE

HEALTH CERTIFICATES FOR MATRIMONY

MORAL HEALTH has not yet been required by the clergy as a prerequisite to matrimony, but physical health is being demanded as an indication of it. Dean Sumner, of Chicago, who more than a year ago began demanding health certificates in addition to marriage licenses from all couples married in his church, stated in a recent address that over fifty ministerial associations, representing 3,500 clergymen, have adopted the same rule in order to restrict marriage ceremonies performed by them to those who are fit to marry. Since this statement was made the convention of the Protestant Episcopal Diocese of Pennsylvania adopted a resolution requesting the clergy, according to a dispatch in the New York *Tribune*, "to safeguard the integrity of the race and the home by spreading educational matter before their congregations, and to insist on the presentation of a health certificate from a reputable physician to the effect that those whom they are to marry have neither an incurable nor a communicable disease." A similar plan is under consideration by the Protestant Episcopal clergy of New York State. In fact, as *The Times* remarks, "hardly a week passes that the news does not include the announcement of some minister that he will solemnize no more marriages the would-be parties to which do not present assurances from competent authority of their fitness to assume the responsibilities hitherto always, and still usually, undertaken in lightness and ignorance." "It is a notable fact," says *The Times*, "that clergymen are the leaders in proving sincere belief in the principles which have developed from the observations of the Galton school and the more definite and accurate deductions of the Mendelians." This paper continues:



DEAN SUMNER,

Who, after serving on the Chicago Vice Commission, became a pioneer in the movement to supplement marriage licenses with health certificates.

"It is, of course, as showing a tendency, rather than as accomplishing results, that these announcements are important and significant. Whoever will can still get married, anywhere, regardless of the consequences to themselves and others, and the ending of this dangerous facility seems remote, but progress is really making, and the leaders of it are of a quality to vindicate the innovation from the charges formerly supposed to be a sufficient answer to its advocates.

"At any rate, not much more will be heard about the imagined and assumed extension of 'stock-farm methods' to human beings. That phrase has been as effective, and with as little reason, against the eugenists as was the refusal to believe that men are descended from monkeys—which no Darwinian ever asserted—against the evolutionists. Well as it is that clergymen should accept and heed eugenic truths, and better still as it will be when the State acts upon them, as it must, sooner or later, best of all would be such a wide spreading of information and intelligence among the public that no compulsion of any kind would be necessary. For that the millennium will probably have to be awaited. Yet, without any laws to forbid, the unfitness of certain marriages once common has become obvious to so many that they are almost unknown."

In another issue of the same paper Mr. Edward Marshall reports an interview with the Rev. Charles K. Gilbert, executive secretary of the Social Service Commission of the Diocese of New York, in the course of which this Protestant Episcopal clergyman says that Dean Sumner's plan is "an interesting outgrowth of the earnest thought upon this general subject which to-day is growing everywhere." But:

"There are probably almost insurmountable difficulties attending the enforcement of a State law requiring this. These difficulties constitute one of the objections most persistently offered in the several States where legislation of the sort is pending. Another obstacle, in the belief of many, is that extreme care would be essential to its administration without graft.

"Here in New York State a plan designed to accomplish similar results was embodied in the Duhamel Bill, which provided that health certificates should be required before the performance of marriage ceremonies. We made a systematized effort to learn the judgment of the clergy of this diocese upon this bill. To date, sixty-six replies have been received, representing the views of the rectors of most of the important parishes.

"To the question, 'Do you regard this as a matter for legislative regulation?' 55 answered in the affirmative, 4 in the negative, and 7 were doubtful. To the query, 'Do you regard the provisions of the Duhamel Bill as practical and desirable?' 48 said 'yes,' 6 thought them desirable but doubted their practicability, 1 objected wholly. A request for suggestions for the modification of the measure brought 60 plans, 12 expressing the belief that a broader classification of objectionable ailments should be adopted, 8 offering various plans to guard against evasion of the law, 5 urging that it be made applicable to men only. To the question, 'Have you any recommendations for dealing with the conditions upon which the Duhamel Bill bears?' 21 replied by suggesting various provisions for education of the young in matters of sex; 10 suggested the adoption by the Church or our own Cathedral of the marriage regulations in force at the Chicago Cathedral.

"Personally I feel sure that something should be done. The Dean Sumner plan provides that clergy shall exact health certificates, the Duhamel Bill provides for their requirement by the State. I believe much may be done by urging parents to exercise greater care."

This eugenic movement in the churches is uncompromisingly condemned, however, in a caustic article from the pen of the Rev. Henry Woods, of the Society of Jesus. Writing in *America*, a Catholic weekly, published in New York, he says:

"The exercise by the Catholic Church of its rights in putting matrimonial impediments is a favorite theme with Protestant ministers. They disagree on almost every point of positive doctrine, but they are always ready to unite in an attack on Roman tyranny. The *Ne Temere* agitation, apparently on the wane, showed this. Episcopalian bishops on both sides of the Atlantic, High, Low, and Broad clergy, Methodists, Presbyterians, and Baptists, all spoke the same word with equal passion. Did we not know that inconsistency is an essential quality of Protestantism, we should be surprized at seeing it engaged at the present moment in doing what a few months ago it was denouncing so vigorously in the Church, the more so as, out-Herodding Herod, ministers are attempting, on their own responsibility, what in the Catholic Church is the exclusive function of its supreme authority.

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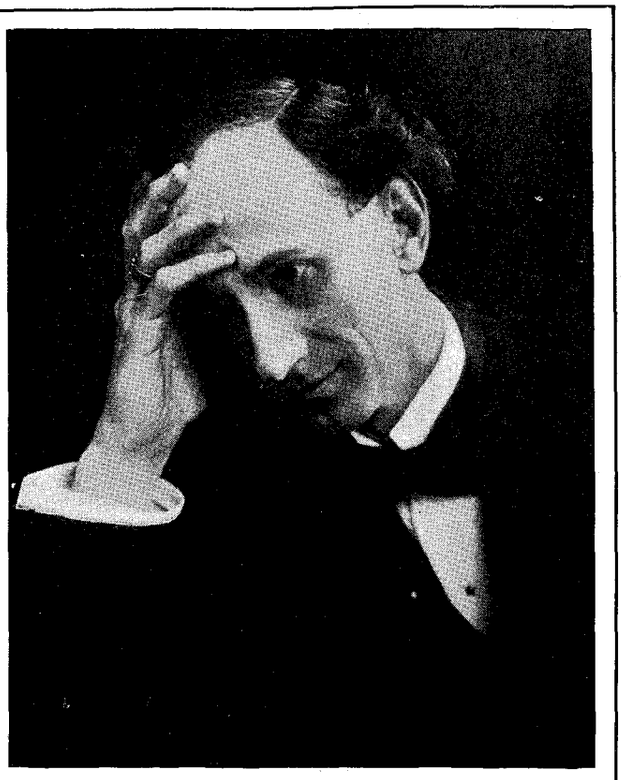
"An Episcopalian minister in Chicago announced a few weeks ago that he had made up his mind to establish a matrimonial impediment. He did not use these very words; but in saying that he would not marry any couples who did not bring with them certificates of perfect health, he made constitutional weakness an impediment as far as he could. Other ministers took up the idea with enthusiasm—ministers, like children, are always ready for a new toy—and the other day the Episcopalian ministers of Manhattan demanded from their denomination a law embodying it.

"Evidently those ministers do not understand human liberty. One deaf and dumb, or blind, or consumptive, does not therefore forfeit the right to marry, nor even to marry another afflicted in the same way. It is said that the children will inherit their parents' deficiencies. In the first place, this is by no means absolutely certain. In the second place, existence, tho with such defects, is better, naturally and supernaturally, than non-existence. Moreover, the idea of protecting the offspring by forbidding the marriage is hugely absurd. One can not protect the non-existent; and for the hypothetical children to become actually existing, the marriage of their parents is a condition *sine qua non*. Others urge the right of society to protect itself against such weaklings. Certainly public welfare must prevail over private right when there is a real collision and a due proportion between the two. But before a private right can be so suspended, public authority must demonstrate both the collision and the due proportion. As to the collision, we do not see how it can be maintained. Society consists in the association for the common good of human beings in all their natural limitations; and as death is the common lot of all, these limitations must include those physical defects that lead to death. As Christians we recognize that death, the natural ending of man's life on earth, is the entrance into immortality, and therefore not to be dreaded too greatly. The existence among us of the feeble and the defective gives scope to the exercise of charity, patience, and other virtues, the exercise of which makes up much of our preparation for the life to come."



HE ACCUSES THE MINISTRY OF LAZINESS.

"The trouble with the Church lies in the indolence of our pastors, and what I say applies to all denominations," says the Rev. Mark Allison Matthews, pastor of the largest Presbyterian church in America.

Suffering and physical defects, continues this writer, have not been detrimental to intellectual welfare. "Indeed, in weakling bodies have been found the noblest intellects." And he goes on to say:

"Whether individual ministers, or even a whole sect, establish this novel impediment to matrimony will be of little moment. If the Rev. Mr. Smith will not marry persons without certificates of health, the Rev. Mr. Brown will be more reasonable. If every sectarian minister should follow Mr. Smith's example, the great Catholic Church, the mother of the weak as well as of the strong, is ready to protect the former in their natural right, to make their children, whatever the constitution of these may be, children of God and heirs of everlasting glory, to which constitutional weakness is no impediment, and very often is a very profitable means of attaining it. What should disturb every right-minded person is that the Episcopalian ministers, interfering as usual in what does not concern them, call upon the State to legislate according to their new fad. Should this ever take place it will be time to blot out from the Declaration of Independence certain familiar words about the right of every individual to life, liberty, and the pursuit of happiness."

MINISTERIAL LAZINESS

A NEW ANSWER to the question, "What is wrong with our churches?" is contributed by the Rev. Mark Allison Matthews, of Seattle, pastor of the largest Presbyterian church in America, if not in the world, and ex-Moderator of the General Assembly. "The trouble," says Dr. Matthews, "lies in the indolence of many of our pastors, and what I say applies to all denominations." That Dr. Matthews, who is described as a gray-eyed, black-haired, clean-shaven man, six feet five inches tall, and "of Lincolnian spareness," does not belong among the drones in the churchly hive may be inferred from the fact that, beginning his ministry with a church of sixteen members, he now preaches to congregations of 2,500 and 3,000, of whom from 55 to 80 per cent. are men. In the case of his own denomination he extends the charge of laziness to include the elders as well as the ministers. His views on this subject are recorded by Mr. James B. Morrow in the New York *Sun*. Says Dr. Matthews:

"A preacher has no boss right on the spot to make him diligent about his business. He gets up in the morning when he pleases and goes to bed at night when he feels like it. No whistle reminds him of his coming tasks. Customers are not waiting to enter his store. He goes out into the street, meets a man and talks for half an hour. Bankruptcy would overtake the merchant who wasted his time in that way.

"I have four assistants. One of them was gone three hours to a funeral. I had a funeral the next day in the same neighborhood, and was back in my office again in an hour and twenty minutes. I called the assistant in and told him he would be a failure unless he made profitable use of every minute during a day's work.

"Organization also is necessary. Some preachers thought when I was elected moderator that I merely had a big mob in Seattle instead of a church, that people swarmed in and then out, just as they did with Dr. Talmage. After Dr. Talmage died nobody could find his church. Well, the Seattle congregation is not a mob, but a disciplined and cohesive body of Christian workers."

When Mr. Morrow asked what plan a mediocre preacher could follow to achieve success, it merely served to lead Dr. Matthews back to the subject of indolence:

"The word mediocrity is made to cover a good many shortcomings. It is often a handy refuge for laziness. A worker is never a mediocre man. Being a Christian, let me tell you, is a man's job. And the people in the pews like to work under intelligent, energetic, and sincere leadership.

"A minister must be very much in earnest. He must be intense and filled with zeal and conviction. And the Holy Ghost will help such a man, but the Holy Ghost can't be expected to take any more interest in a mechanical preacher than the mechanical preacher takes in himself.

"There are 40,000 elders in the Presbyterian Church. Some of them call themselves 'ruling elders.' Well, elders don't do any ruling these days. . . . . .

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"Mostly they loaf. I believe in team work. If our elders in the United States would get together in twos we should have 20,000 teams. And if each team were to bring one person into church every week, Presbyterianism would grow at the rate of 80,000 converts a month, or 960,000 a year. In 1912 only 73,000 persons joined the Presbyterian Church. I charge the elders with the loss of nearly 900,000 new members of our denomination."

To another question, "What message would you give to the American people?" he replied: "A love of work must be taught at the fireside and at school." For—

"Young people no longer like to work. They have free schools, free books, and sometimes free doctors. They are obtaining many things without personal effort or sacrifice. We are trying schemes hatched in the convict colony of New Zealand, most of which have failed there. The Government, we think, should help us, whereas we should help the Government. We are parting from independence, initiative, and the habit of industry."

SOCIAL SERVICE VS. SPIRITUALITY

THE DANGER that confronts American Protestantism, according to Dean Shailer Mathews, President of the Federal Council of the Churches of Christ in America, is that its churches may become "mere agents of social service," a statement described by *The Episcopal Recorder* (Ref. Epis., Philadelphia) as "a warning which comes with peculiar force just now." Many people think the sole business of the Church, Dean Mathews maintains, is "to push social reform," and it is not surprizing they should think so, because social workers have found out that the Church is "the greatest force by which their ideals can be put into operation." This "valuing" of the Church is grateful to those that labor in the vineyard, but they are reminded at the same time that social service can not "take the place of God." It is impossible to amuse people into conscientiousness and, we read, "picnics are not the equivalents of prayer-meetings, and Sunday-school baseball leagues have not yet developed into revivals." It is natural, however, that men should expect the Church to "stand for every good cause," forgetting in their consciousness of the social obligations of Christianity that "a church as an institution does not have the same field of responsibility as Christian individuals." The latter, Professor Mathews explains, may be organized into a variety of institutions performing various functions, and to these institutions church leaders may delegate certain duties, but not the duties of spiritual parentage.

"A Protestant church," we are told, "can not be an ethical orphan asylum; it must be a home in which souls are born into newness of life." True, the Church wants its ministers to be "alive to the needs of the hour in politics and in industrial reform" and to deliver a message from the pulpit "heartily in sympathy with our modern thinking." Yet most of all do Americans want to be assured of "God and immortality and the worth of righteousness," so that they would be defrauded "if the awakening of Protestantism were to mean simply a renascence of ethics or a sort of bescriptured positivism." When they ask for "the bread of life" they will not be satisfied with "treatises on eugenics," which inspires *The Cumberland Presbyterian* (Nashville) to rejoice that men like Dean Mathews are not only coming to realize, but are also speaking out their conviction, that "when people go to the house of God, they do not go merely for amusement or entertainment, but because their hearts long for God, even for the living God."

Similarly *The Canadian Churchman* (Epis., Toronto) points out that in the laudable enthusiasm for social service "there is grave danger of the fundamental purpose of Christianity being overlooked," and in this connection it cites the remark of a writer sympathetic with projects for social betterment, but who does not regard them as the chief business of the Church:

"You can not save the world by going into antituberculosis societies. The needs of the age are not to be met by the mere practising of Good Samaritanism. Christ is a great recreator, not a reformer. The Church is not the Jack-of-all-reforms. The Church has a function, and the first item in it is to convict the world of sin."

That the function of the Church is being distorted through the emphasis laid upon social service is also the belief of a writer in *The Advance* (Cong., Chicago), who fears as a result "that religion may be socialized instead of Socialism being spiritualized." He dreads that a day should come when the world shall see "in Jesus nothing but a social-settlement worker" and in the Gospel merely a "program of social service." Admitting that Jesus was interested in social problems, this writer argues that they were not all his mission, and concludes:

"Humanity must not supersede religion—social settlement must not displace the Church—human comfort must not take the place of spiritual truth. Our social program must express itself in terms of the spirit—all social betterment must proceed from a spiritual life. The life is more than meat, the body more than raiment, and no man ever lived by bread alone."

If social service in the Church means giving only the flesh-pots to the people, says *The Churchman* (Prot. Epis., New York), it will but help to nourish discontent, and men of the ministry and members of congregations are warned against playing at it at a distance or making it "a substitute for religion." *The Churchman* adds that social service in the spirit of Christ and with his methods "will leaven the masses," but, "divorced from religion, which is the great power for self-control in the individual, it makes for the might of the great giant of Socialism." While *The Churchman* recognizes the need of helping the poor and opprest, yet it cautions against spoiling or pauperizing them in settlement and in church. Moreover, there is danger for the benefactors:

"At a recent meeting of a religious press club one of the leaders in the field of journalism pointed this out. He commended the work of students in the American universities along social-service lines, but he deplored the fact that with their growing industry went a decreased attendance at the Church's worship and especially at the service of Holy Communion. This was the criticism of a man of the world and a competent observer. Social-service commissions exist in many dioceses and have made their way in face of apathy and prejudice. They can not be commended too strongly, and the Church at large must stand behind them, but the balance must be kept. The need of it is seen in any working parish. There are men and women most active in good works who seldom come to the services and are impatient when they do. They find solace in many tasks, but shirk the harder and the more needful task, the patient waiting upon God in worship, prayer, meditation, and study. Some day they find that even church work does not satisfy them, and that they lack the essential religious content. There is no oil in their lamps, and they have lost instead of gained in character."

On the other hand, that social service practically is religion is the stand taken by an ardent supporter in *The Baptist Commonwealth* (Philadelphia), who tells us that "in his teaching the Master threw the whole weight of eternity into the emphasis upon the duty of helpful service," and recalls that—

"The rich man of the parable goes to the place of torment because he allowed a beggar to suffer and remain in poverty at his gate. In the great parable of the Judgment the fitness or unfitness of men for eternal life is shown in the way they fulfil or neglect the simple humanities of life, feeding the hungry, giving drink to the thirsty, visiting the prisoner, helping the sick. To say that all this teaching is to be taken in a 'spiritual' sense is an utter misinterpretation of the Gospel record."

Another believer in the unquestioned virtue of social service is *The Christian Evangelist* (Undenominational, St. Louis), which calls it "just simple Christianity coming into its own," and adds that "it is to the Church to-day what the missionary movement was in the last great religious awakening."

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SUMMER VACATION TRIPS

AMERICA'S INLAND WATERWAYS

FOR tourists who seek to escape from the heat and dust of land travel, no continent is richer than ours in attractive inland waterways. Here are the Great Lakes, the largest bodies of fresh water in the world. Here, too, are many smaller lakes and rivers in which scenic charm and historical association are commingled. No inland waterways in the world are provided with more attractive resorts or better transportation facilities. Our lake and river steamers excel any to be found in Europe.

THE GREAT LAKES

Among deep and expansive inland waters the Great Lakes stand preeminent. There are grandeur and dignity in them. To these inland seas, with their perfection of scenic, climatic, and historical association, come each year increasing thousands of tourists.

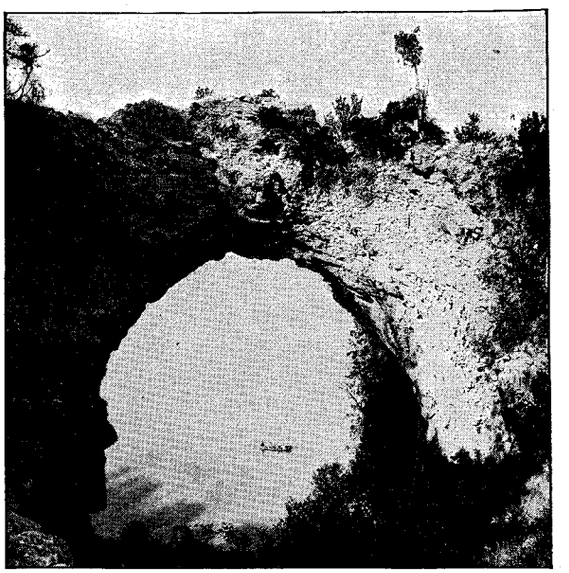
Lake Superior, with its great depth of one thousand feet, has 1,500 miles of rock-bound coast, including fantastic sandstone cliffs known as the Pictured Rocks. Huron, next in area, holds within its bosom Mackinac, that gem of islands, a State park, far famed for its ancient fort, curious natural formations, and incomparable lake views. Opening to the east of Huron is that fairyland, the Georgian Bay, with 30,000 rocky and forest-clad islands. From the Straits of Mackinac, Michigan stretches southward, her northern shores a land of Indian legend and romance. At Petoskey each year the Ojibways give the play "Hiawatha." Grand Traverse and Little Traverse Bays and Harbor Springs attract many tourists. Lake Erie is historically celebrated for Perry's naval battle and victory at Put-in-Bay, the centennial of which will be observed on July 6-12, at Erie, Pa. Ontario is the gateway to the St. Lawrence Valley.

With unsurpassed facilities for waterborne commerce, the Great Lakes support fleets of ships that represent one-third the tonnage of the entire American merchant marine, and more than double the tonnage of British shipping that is employed entirely, or in part, in the coastwise trade of the United Kingdom. Through the great locks at Sault Ste. Marie, which connect Lakes Superior and Huron, passed during the thirty-two weeks of open navigation of 1912, 72,472,607 tons of freight, or more than seven times as much as the entire world's shipping that was sent through the Suez Canal during the entire year. Besides this enormous freight traffic, there is passenger transportation handled by steamships which compare favorably with ocean liners. Tourists are afforded a variety of trips, both long and short. The longest single trip is over the 1,091-mile waterway extending from Duluth, through the "Soo," down Lake Huron, through the St. Clair and Detroit Rivers, and across Lake Erie to Buffalo.

This thousand-mile trip is made by steamships of the Anchor Line, leaving either port at four days' intervals, from June to September. Calls are made at Erie, Cleveland, Detroit, Mackinac Island, the "Soo," Marquette, and Portage Lake. About five days are occupied by the voyage.

Buffalo and Chicago, 959 miles apart by water, are served by the passenger steamship *Northland* of the Northern Steamship Company (Great Northern Line), and also during the coming summer by the steamship *Minnesota*, of the Crosby Transportation Company. The *Northland* leaves Buffalo every Wednesday evening; the *Minnesota* every Tuesday evening. Both ships leave Chicago Saturday afternoons. The *Northland* calls at Cleveland, Detroit, Mackinac Island, Harbor Springs, and Milwaukee; the *Minnesota* only at Mackinac and Milwaukee.

Two passenger-carrying lines are operated over Lakes Superior and Huron. The Northern Navigation Company (Grand Trunk Line), by its Lake Superior division, operates ships between Sarnia, at the foot of Lake Huron, and Duluth, with calls at the "Soo," Fort William, and Port Arthur. The distance is 730 miles, the time three days. The Georgian Bay and Mackinac Division of the same line affords sailings at intervals of about two days, between Collingwood, Meaford, Owen Sound, and North Channel ports, the total sailing distance being 569 miles.



ARCH ROCK, MACKINAC, WITH ITS VISTA OF GREAT LAKES WATER.

Travelers over the Canadian Pacific Railway system either east- or west-bound may avail themselves of a break in the rail journey by taking Canadian Pacific lake steamers at either Port McNicoll, on Georgian Bay, or at Fort William, on Lake Superior. Five sailings are made each week, with calls at Port Arthur and the "Soo." The time for the 555 miles is about two days.

A week's cruise of 2,200 miles, from Chicago, on Lakes Michigan, Huron, and Superior, is made possible this season by the new passenger steamship *North American*, just put in commission by the Chicago, Duluth & Georgian Bay Transportation Company. On this cruise ample stops will be made at Mackinac Island, the "Soo," Port Arthur, Duluth, Houghton, Collingwood, and Owen Sound.

Through service between Chicago, Collingwood, and Parry Sound is given from Chicago by the Goodrich Transit Co. and Northern Michigan Transportation Co.

North shore ports on Lake Superior and Georgian Bay ports are reached by the United States & Dominion Transportation Company (the Northwestern Line), between Duluth and Port Arthur and Owen Sound and the "Soo." The Mackinac region is served by steamers of the Arnold Transit Company.

A day's trip through the heart of the 30,000 islands of Georgian Bay is made by the steamer *Waubic*, of the Northern Navigation Company, which winds in and out among the labyrinth of islands and tortuous channels found between Penetang and Parry Sound.

Overnight trips between Detroit, Cleveland, Toledo, and Buffalo are so popular that two large steamer fleets are kept busy handling this traffic.

The Detroit and Cleveland Navigation Company operates eleven passenger steamers over four divisions. Both day and night trips are afforded by its Detroit and Cleveland division between these two cities, and overnight trips between Detroit and Buffalo by another division. Day trips are also made between Cleveland, Toledo and Put-in-Bay. A fourth division of this line maintains service between Cleveland, Mackinac, and St. Ignace, calling at intermediate ports.

A vacation trip on a freight steamer is provided by the Port Huron and Duluth Steamship Company—from Port Huron to Duluth. This service is becoming deservedly more popular every year.

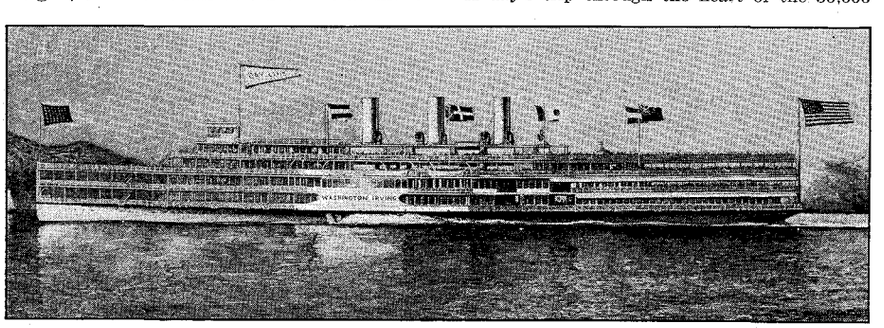
Other trips on Lake Erie may be made by the Cleveland and Buffalo Transit Company, with steamers plying in three divisions between Cleveland, Erie, and Buffalo, Cleveland, Put-in-Bay, and Toledo, and Cleveland and Port Stanley, Ontario. This line will put in commission this season the biggest of the lake passenger steamers, the *Seeandbee*. This ship, with a length of 500 feet and a beam of 98 feet, has sleeping accommodations for 1,500 persons, with a licensed carrying capacity of more than 5,000.

Weekly sailings from Cleveland to the "Soo," via North Channel and Georgian Bay, are made by Star Cole Line. Still shorter excursions between Toledo, Detroit, and St. Clair River resorts are made by the White Star Line steamers, and between Detroit, Sandusky, and Lakeside by the Ashley and Dustin Put-in-Bay route. Local excursions from Chicago to Michigan City are made by steamers of the Indiana Transportation Co.

The Chicago & South Haven Steamship Company have an attractive service between Chicago and South Haven (one of Lake Michigan's most popular resorts).

The Graham and Morton Transportation Company operate the only line of large steel side-wheel steamers on Lake Michigan, performing frequent service between Chicago and Benton Harbor and St. Joseph. The Chicago, Racine & Milwaukee Line run boats all the year between the three cities shown in their corporate name.

Over the waters of Lake Ontario many attractive short trips may be made. The Richelieu and Ontario Navigation System operates steamers crossing the lake from Lewiston, near the mouth of the Niagara River (connecting with Niagara Gorge Route), to Toronto; from Hamilton to Toronto; from Toronto to Charlotte, thence to Kingston, Ont. In connection with the Canadian Northern's Niagara Falls electric service, steamer service is provided between Toronto and Port Dalhousie. North shore points are reached by the Lake Ontario and Bay of Quinte Steamboat Company.



NEW HUDSON RIVER STEAMER "WASHINGTON IRVING," WITH PASSENGER-CARRYING CAPACITY OF 6,000.

Through optional arrangements as between rail and steamship companies, all

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tickets reading via rail lines between Buffalo and Cleveland, or Buffalo and Detroit, will be accepted for transportation on all steamship lines without additional charge. All tickets reading via rail lines between Buffalo and Chicago, Cleveland and Chicago, Detroit and Chicago will be also accepted for transportation by steamship lines on payment of five dollars additional to the clerk on board the steamer.

OTHER INLAND LAKES

IN ADDITION to the Great Lakes the Continent is rich in other inland waters.

NEW ENGLAND LAKES

New England is dotted with attractive inland-lake resorts. The State of Maine, which furnishes so many attractions for the summer tourist, has a number of navigable lakes. The largest of these is the Moose Head Lake, on which the Coburn Steamboat Company maintains regular service in connection with Bangor & Aroostook Railroad. In this State also are the Rangeley Lakes (reached by Maine Central Railway); Winnipesaukee, New Hampshire's biggest lake; Lake Sunapee, in the same State (both on the line of the Boston and Maine); and that "crystal trinity," Lakes Memphremagog, Willoughby, and Massawippi, on the northern border of Vermont (reached by Canadian Pacific and Boston and Maine systems). Each of these lakes is provided with passenger steamers.

LAKES GEORGE AND CHAMPLAIN

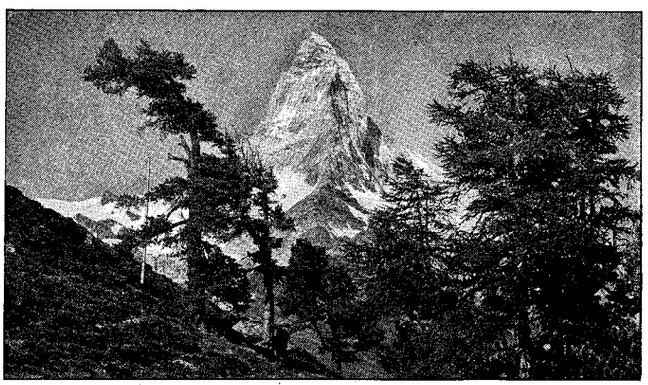
Across and along the New York State border lie the historic waters of Lakes George and Champlain. The idyllic beauty of Lake George with more than three hundred islands and mountain-lined shores, and the broad expanses and mountain barriers of Lake Champlain, are far-famed. The shores of both lakes are dotted with excellent resorts.

A continuous water trip over these lakes, with the exception of a five-mile stretch that separates them, which is traversed by rail, is made possible by the modern steamers of the Champlain Transportation Company and the Lake George Steamboat Company. The Lake George trip of 32 miles occupies three hours; the sail on Champlain, of about 100 miles, six hours. The termini on Lake George are Lake George Station on the south and Baldwin on the north; on Lake Champlain, there are Montcalm Landing on the south, and Plattsburg and St. Albans Bay on the north. This trip offers a delightful break in the rail journey between Albany, Saratoga, and Montreal over the Delaware and Hudson system. Through train connections are made with steamboats on either lake.

OTHER NEW YORK LAKES

Chautauqua Lake, in western New York, 1,450 feet above sea-level, is not only the center of attractive summer resorts, but the seat of the well-known Chautauqua Educational Institution. The principal gateways from which lake steamers are operated are Jamestown, on the Erie and Mayville on the Pennsylvania. The series of central New York lakes, Cayuga, Seneca, Keuka, Canandaigua, Oneida, etc., are visited by many vacationists.

The Adirondack lakes are famous with campers, canoeists, and fishermen. The "North Woods" are dotted with lakes, many being joined by connecting rivers or small streams. Among the most noteworthy are Upper Chateaugay, Saranac, Placid, the Fulton Chain, Raquette, Long, Loon, Upper Ausable, Schroon, Tupper, and Indian lakes, all reached by the New York Central or Delaware and Hudson Lines and connecting boats or stages.



THE MAJESTIC SNOW-CAPPED PEAK OF THE MATTERHORN, IN SWITZERLAND.

CANADIAN LAKES

North of the St. Lawrence River in Canada lie the Rideau Chain of ten lakes and connecting waterways, set among forest-clad hills. An interesting sail over this waterway from Kingston, Ontario, at the efflux of the St. Lawrence, to Ottawa on the Ottawa River, is by steamer of the Rideau Lakes Navigation Company, from both Clayton, N. Y., and Kingston, Ont. Ottawa, surnamed "Ottawa the Beautiful," stands at the foot of the Rideau Canal, and at the confluence of the Rideau and Ottawa Rivers. It is to the Dominion of Canada what Washington is to the United States, and hence full of interest to tourists. The chief attractions are the scenic beauty of its surroundings and its imposing $7,000,000 group of Government buildings situated on a lofty bluff commanding a magnificent view of the Ottawa River and Laurentian mountain-range.

In the Highlands of Ontario, a few hours' ride northward by rail from Toronto, is a land studded with beautiful lakes. Here are literally thousands of bodies of water, large and small. Most famous are Lake Simcoe; the waterway chain known as the Muskoka Lakes; the Lake of Bays; Kawartha Lakes; Temagami; the myriad waters of Algonquin National Park, and Temiscaming.

The Muskokas may be combined delightfully with a trip to or from Georgian Bay. This tour is made from Toronto to Penetang (via Grand Trunk), from Penetang to Rose Point, or Parry Sound, by day steamer *Waubic*, and thence to Maple Lake by rail. From Maple Lake a stage is taken to Port Cockburn, or to Rosseau, and a steamer of the Muskoka Navigation Company for the sail down the lakes to Muskoka Wharf, where a Grand Trunk train may be taken back to Toronto. Lake St. Joseph, of the Muskoka chain, is also directly accessible by the Canadian Northern Railway. The Muskoka Lake district and Parry Sound are reached also by the Canadian Pacific Railway.

The Algonquin National Park lake country and the Lake Nipissing and Temagami region are reached by the Grand Trunk, the latter also by Temiskaming and Northern Ontario Railway and Temagami Hotel and Steamboat Company, Ltd.

In western and northwestern Canada are Rainy Lake, Lake of the Woods, Winnipeg, and Great Slave Lake, with steamer lines for tourists who are willing to "rough it"; also Canadian Northern Steamers on Lesser Slave River, and Lesser Slave Lake connecting with a 600-mile trip by Hudson Bay Company's steamers on Peace River.

LAKES OF THE WEST AND MIDDLE WEST

In northern Illinois, Michigan, Minnesota, and Wisconsin are regions of many lakes of great popularity as summer resorts with summer home-seekers of the Central States.

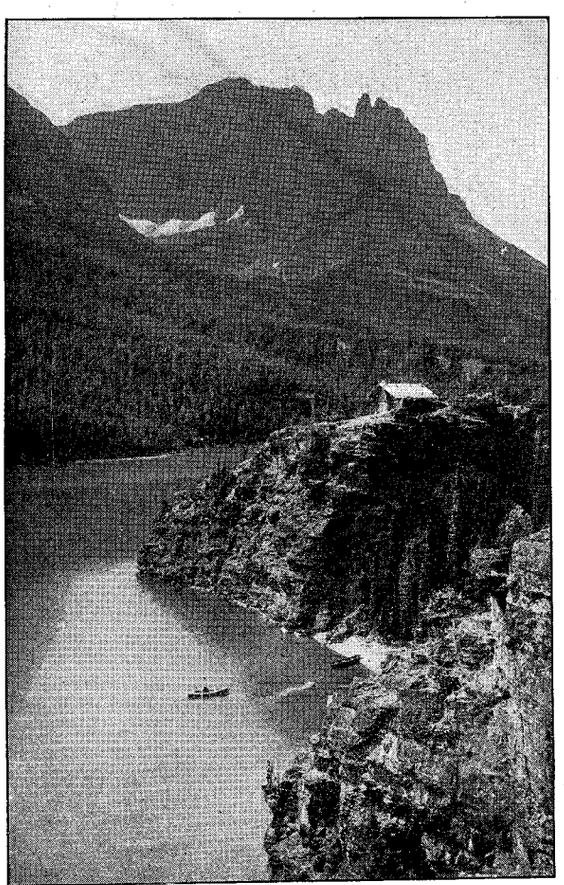
In Michigan are Pine, Glen, Crystal, Portage, and White Lakes, besides many smaller ones, reached by the Pere Marquette and Grand Rapids and Indiana Railways. Wisconsin boasts of Lake Winnebago, the largest body of fresh water within the confines of any one State, Geneva, North Lake, Beaver, Mendota, Oconomowoc, and others reached by the St. Paul and Chicago and North Western systems. In Minnesota are approximately 10,000 lakes, including beautiful Minnetonka, whose overflow forms the falls of Minnehaha, Prairie Lake, Detroit Lake, Lake Traverse, White Bear, etc., located on the Great Northern, St. Paul, or other lines.

The lake regions of these States about half-way between the Atlantic and Pacific Oceans are accessible by rail lines from Chicago, Duluth, Minneapolis, and St. Paul, Omaha, and St. Louis.

In Iowa are Clear Lake and the Spirit Lake region, also the vast recreation country of Minnesota, an attractive vacation center reached by through train service on the Rock Island system.

The Great Salt Lake is often called an inland ocean, and, with some reason, as its waters are six times as salt as that of the ocean. Skirting the lake is the San Pedro, Los Angeles, and Salt Lake Railroad, which runs south through the picturesque Utah-Nevada country, at one part for 150 miles beside a mighty, varicolored rock wall, and passing the famous rainbow cañon and a series of other grand cañons and gorges, and further on through the heart of the orange groves of Southern California to Los Angeles. Across Salt Lake runs the Lucin cut-off of the Southern Pacific system.

In the western United States is the California Gem of the Sierras, Lake Tahoe.



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WHERE GLACIER, FOREST-CLAD MOUNTAIN, AND LAKE MINGLE IN GLACIER NATIONAL PARK.

INVITING RIVER TRIPS

WHO has not felt the charm exercised by a river! Each has its personality, its individual traditions, its own historical story. Henry van Dyke has said that: "A river is the most human and companionable of all inanimate things. It has a life, a character, a voice of its own, and is as full of good-fellowship as a sugar-maple is of sap." America offers many attractive river trips to the summer tourist.

THE PENOBSCOT

The Penobscot, with its island-dotted mouth at Rockland and picturesque upper reaches, offers a pleasant trip, partly by ocean to Rockland, thence to the head of steamer navigation at Bangor.

Through steamer service on this river is given from Boston to Bangor with landings at Rockland, Camden, Belfast, Bucksport, Searsport, and Winterport by the turbine steamers *Belfast* and *Camden*, of the Eastern Steamship Company.

THE CONNECTICUT

The historic valley of the Connecticut between Saybrook and Hartford may be explored by the steamers *Hartford* and *Middletown*, of the Hartford and New York Transportation Company, sailing from New York and calling at the chief river landings.

(*Continued on page* 1296)

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TRADE MARK REGISTERED

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Delicious—Refreshing Thirst-Quenching

Demand the Genuine—
Refuse Substitutes.

Whenever you see an Arrow think of Coca-Cola.

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FISK
TIRES

HEAVY CAR TYPE FISK TIRES, Built for Greatest Service on Heavy Cars, Practically Eliminate Tire Troubles on Lighter Vehicles

HEAVY CAR TYPE FISK TIRES have in their exclusive construction strength and resistance for *Greatest Service* on heavy cars. This means for the light car a surplus approaching the practical elimination of tire troubles.

In perfecting Fisk Tires to the point of *Greatest Service* the requirements of the heavy car were taken as standard and the aim of the entire Fisk design was towards meeting the severe strains of carrying great weights. The user of the light car is a *great gainer thereby.*

In the exclusive HEAVY CAR TYPE Construction there are four plies of fabric used in the 3-inch sizes—more fabric than found in the same sizes of other makes. The greatest tire value obtainable today is in the HEAVY CAR TYPE FISK EQUIPMENT for light cars.

Write Department D for Latest Fisk Booklet

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Factory and Home Office, Chicopee Falls, Mass.
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THE FISK RUBBER COMPANY OF N. Y.
BRANCHES IN 41 CITIES

Fisk Pneumatic Tires are guaranteed when filled with *air* at the recommended pressure and attached to a rim bearing either one or both of the accompanying inspection stamps. When filled with any substitute for *air*, or attached to any other rims than those specified this guarantee is withdrawn.

CURRENT POETRY

WHAT material is best suited to poetic treatment? Of late years many writers of verse have become convinced that it is their duty to deal exclusively with the circumstances of the civilization in which they live, to write of subways, skyscrapers, telephones, phonographs, and other modern phenomena. Certainly there is an immediate appeal in work of this sort; the public likes to read about things with which it is familiar. But the poet who thinks of his posthumous fame—and perhaps no poet is so modest as not to have his intimations of literary immortality—will do well to consider that when the invention or discovery that now seems so tremendous becomes commonplace there is a possibility of the poetry celebrating it becoming likewise stale and uninteresting. For instance, who remembers any of the poems commemorating the first railway? To come to more recent times, thousands of poems have been written on the subject of aviation, yet only two of these (the two sonnets by Florence Earle Coates) seem to retain their hold on the attention of the public. And this is because Mrs. Coates wrote of aviation not as an isolated fact, but as a phase in human progress; a thing inseparably connected with the eternal passions of the soul. It is the humanity of a poem which keeps it fresh; the poet who describes a marvelous new cannon must be content with the praise of his own generation, but the world has never ceased to listen to him who sang of arms and the man. So the poet's safest course, it seems, is to deal with the unchanging substance of life, with love, hate, fear, and hope. Miss Sylvia Lynd writes on one of the oldest of themes in the London *Nation*, and we reprint her splendid lines below. The metaphor is excellently sustained, the song is full of lofty courage, and its thought is in no way limited by race or generation.

Hunting Song

BY SYLVIA LYND

I

The hunt is up! the hunt is up!
It sounds from hill to hill,
It pierces to the hidden place
Where we are lying still;
And one of us the quarry is,
And one of us must go,
When, through the arches of the wood.
We hear the dread horn blow.

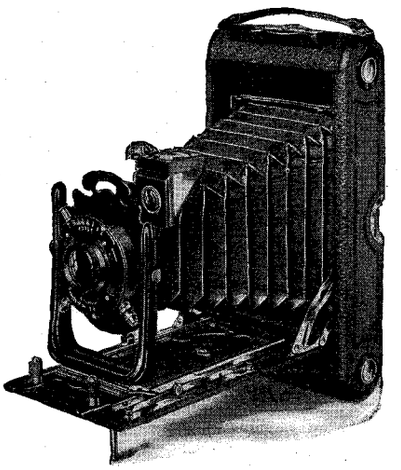
II

A huntsman bold is Master Death,
And reckless does he ride,
And terror's hounds with bleeding fangs
Go baying at his side;
And will it be a milk-white doe,
Or little dappled fawn,
Or, will it be an antlered stag
Must face the icy dawn?

III

Or will it be a golden fox
Must leap from out his lair,
Or where the trailing shadows pass
A merry, romping hare?
The hunt is up, the horn is loud
By plain and covert side,
And one must run alone, alone,
When Death abroad does ride.

(*Continued on page* 1286)



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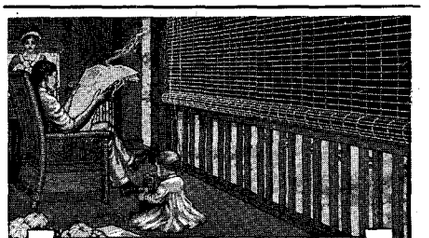

THE MOST COMFORTABLE PLACE ABOUT THE HOUSE

THE place where the morning papers can be read in peace and seclusion, the place where you find a shaded retreat during the hot hours of the day, is your own porch if you equip it with

AEROLUX
NO-WHIP
PORCH SHADES

These shades, built of prepared woods, dyed in many pleasing colors and delicate tones are impervious to all weather conditions and being equipped with our patented NO-WHIP ATTACHMENT, they will not flap in any wind. They come in sizes to fit any porch or veranda.

Beautifully illustrated color folder describing the shades in detail and telling at which stores they may be examined or purchased, will be sent free upon request.

Send us a post card, and we will send the folder.

THE AEROSHADE COMPANY
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What Does Your Car Weigh?

The expense of running an automobile is in direct proportion to its weight. As the weight goes down, the expense decreases. A light car is safe, comfortable and easy to drive. In emergency it is readily controlled or stopped.

Tire mileage, gasoline mileage and up-keep are all intimately connected with weight. The most economical engine made cannot show low cost of operation, if to move a certain number of passengers it has also to move a body and chassis of excessive weight. Excessive weight handicaps ability; cuts down hill climbing; and makes outrageous expense for tires and fuel. The remedy for heavy tire expense is a light, resilient car equipped with large tires.

Weights and tire sizes of the fact-backed Franklin

Six "38" touring or phaeton, 3328 pounds, tires, 4½ in. and 5 in.
Six "38" 7-passenger touring, 3480 pounds, tires, 5 in.
Little Six "30" touring, 2993 pounds, tires 4½ in.
Four "25" touring, 2520 pounds, tires 4 in.

These weights include full equipment, gasoline and oil, ready for the road. Compare these weights and tire sizes with other cars. Franklins, 700 to 1200 pounds lighter, are equipped with larger tires.

You may think your car is light; weigh it.

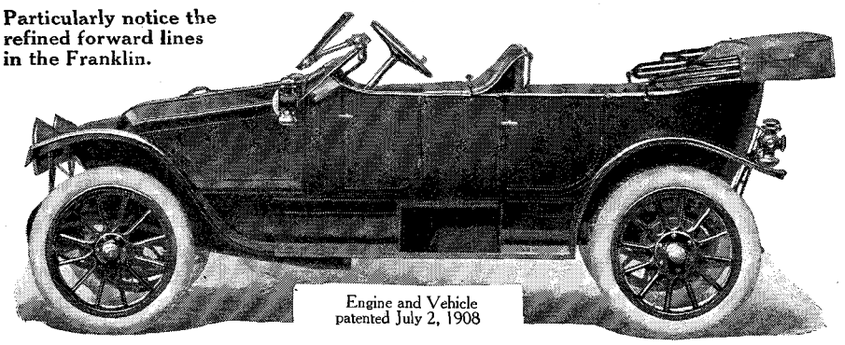
The capacity of a tire to carry its load comes practically all in the width or cross section of the tire and not in its diameter. A 4½" tire is 25 per cent. more tire than a 4" tire of the same diameter. A 34x4½" tire is 19 per cent. more tire than a 36x4" tire and costs 15 per cent. more.

10,746 Miles Average Tire Service

Franklin owners in 1912 reported an average of 10,746 miles per set of tires. Write for our "tire folder" which gives these reports in detail. Ninety-eight per cent. of Franklin owners do not carry extra tires, so sure are they of reliable tire service.

Franklin cars are built for the lowest total cost during the use of the car. They are built for superior service, a service that, combined with low operating cost, makes the total figure—**satisfaction.** The start of Franklin service and Franklin light weight is direct cooling.

Particularly notice the refined forward lines in the Franklin.



Engine and Vehicle patented July 2, 1908

Franklin Six "38," a commodious, luxurious 5-passenger car **$3600**

The Fact-Backed Franklin is also made as follows:

Franklin Six "38," 4-passenger Torpedo Phaeton	$3600
Franklin Six "38" 7-passenger Touring	3850
Franklin Little Six "30" Touring car or 2-passenger Phaeton	2900
Franklin Four "25" Touring	2000

What is Direct Cooling?

Direct cooling is sending a continuous, vigorous stream of fresh air directly over and around the cylinders, which does away with the air-cooled water radiator, water pump, jackets, pipe and hose.

Into the Franklin flywheel is built a sirocco fan. This exhausts the air below the cylinders and causes fresh air to rush in through the front of the hood over and down through the sleeves that surround the cylinders with their radiating fins. This vigorous air current literally wipes the heat right off the cylinders. There is no water to limit the efficiency. The Franklin is the only motor engine that can be operated with consistent success in hot climates, in mountainous and sandy sections.

The Franklin direct-cooled engine operates at the most efficient temperature. It holds the world's record for gasoline economy. There is nothing in direct cooling to get out of order, nothing to oil or fill up.

Motor Cannot Stall

The Entz electric starting and lighting system used on Franklin cars, makes it impossible for the engine to stall. Take your seat in the car, throw a switch and your starter is at work. Give the motor gas and it goes to work. If you should by accident cut off the gas, the starter picks the motor right up and, as you give it gas again, away it goes.

Write for our catalogue—a book full of real automobile facts.

Franklin Automobile Company 15 Franklin Square Syracuse N Y

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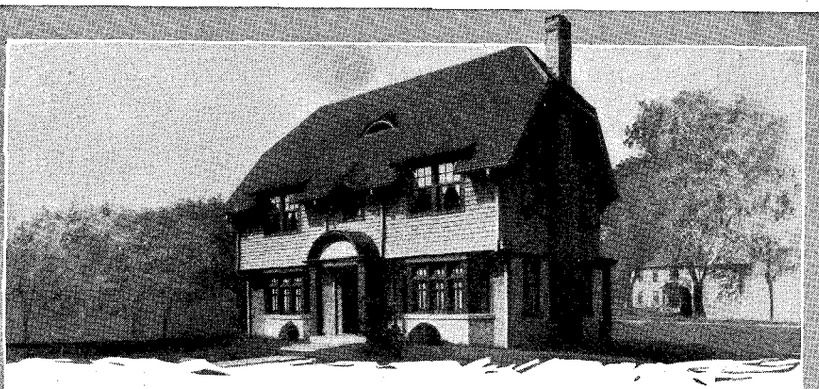
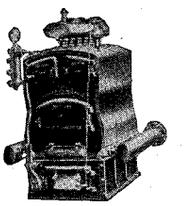


Residence of Mr. J. B. Thomas, Elyria, Ohio. John Henry Newson, Cleveland, Architect. A Pierce-American Hot Water Boiler provides ample heat with the minimum of attendance and expense.

The modern house is steam or hot water heated. No other method is so healthful, so easily cared for, so dependable or so economical. Before you plan the heating equipment for your new home or change the equipment you have, see the steamfitter who handles

Pierce Boilers and Radiators

Have him explain the construction of a Pierce Boiler — its durability, simplicity, fuel economy, and its wonderful steam or hot water producing ability. These advantages are well worth your consideration because they have placed Pierce Boilers in 300,000 homes.



The Pierce American

An efficient hot water boiler of the horizontal type. Also built for steam.

This Heat Primer

takes all the mystery out of the subject of heating; tells what heat is good, what bad, and why—and it is free. Write us for it.

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Summer Ironing

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or on the porch! The cool breeze does not affect the Imperial Self-Heating Iron because it generates its own heat from gasoline or denatured alcohol. It does beautiful work indoors or out at a cost of only **1 cent for five hours.**

Do not sacrifice your health and strength in a hot kitchen! Use the

IMPERIAL SELF-HEATING IRON

It makes ironing so easy that you need it the year 'round. Simple and safe. More economical and handy than gas or electricity. **Low price.** Liberal guarantee.

Write for free booklet "Ironing Comfort" and 10 days Trial Offer.

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is guaranteed absolutely pure (100%) Ramie Linen, not adulterated with cotton, or other inferior materials.

The United States Government Report No. 7 of the Department of Agriculture, Fibre Investigation, pronounces Ramie the most wonderful and valuable of all fibres.

It is endorsed by the highest medical authorities of the world for its hygienic properties, and as a perfect material for Health Underwear.

The Schlichten Ramie summer-weight garments are a luxury for hot weather, the Ramie Linen being deliciously cool, having the highest absorbing and evaporating power of all known textile substances.

For sale by leading dealers everywhere.

If your dealer cannot supply you, we can direct you to one who can. Write us for booklet and samples.

SCHLICHTEN-RAMIE COMPANY
357 Fourth Ave., N. Y.

CURRENT POETRY

(*Continued from page* 1284)

IV

But idle 'tis to crouch in fear,
  Since Death will find you out;
Then up and hold your head erect,
  And pace the wood about,
And swim the stream, and leap the wall,
  And race the starry mead,
Nor feel the bright teeth in your flank
  Till they be there indeed.

V

For in the secret hearts of men
  Are peace and joy at one,
There is a pleasant land where stalks
  No darkness in the sun,
And through the arches of the wood
  Do break like silver foam,
Young laughter, and the noise of flutes,
  And voices singing home.

The mood portrayed in the following poem (from the June *Harper's Magazine*) is common, surely, but it has seldom been put into verse. Certainly no poet has exprest it with more epigrammatic grace.

Loss

BY JESSIE B. RITTENHOUSE

Once was the need of you
  A pain too great to bear,
And all my heart went calling you
  In work and song and prayer.

But now dull time has brought
  A sadder, stranger lot—
That I should look upon the day
  And find I need you not.

From *Harper's Magazine*, too, we take this charming picture of a simple rural homestead. Miss Cook writes melodiously and sympathetically, and her pathos never degenerates into sentimentality.

The Old House

BY ETHEL AUGUSTA COOK

How lost in trees a gray house stands with flowers
  about the door;
A gravel path leads to the gate, a white road
  sweeps before.
O brooding house, and shadowy grass, and flowers
  red and sweet!
The white road sweeping straight away was made
  for children's feet.

Long years ago child voices thrilled among the
  swaying trees,
Long years ago a blithesome laugh was borne on
  every breeze.
In every mossy hollow then a goblin treasure kept;
In every fragrant blossom then a fairy lightly slept.

All day a horde of flying feet beat down the
  willing grass;
All day a bow of widened eyes watched mystic
  wonders pass
In shadows gray, and circling cloud, and showers
  that brightened all,
And through the hours a little bird made music
  with his call.

The wall closed out a world unknown and drew a
  world about,
But when the gate blew open once, wide wistful
  eyes looked out.
O brooding house, and shadowy grass, and flowers
  red and sweet!
The white road sweeping straight away was made
  for children's feet.

The road so white lay here in shade, and there i[n] sunlight gleamed,
While all the way tall laughing grass its way[ward] tresses streamed.
So far it ran no one could say what place wa[s] at its end;
Wide, white, and straight, it swept aw[ay] with never any bend.

(*Continued on page* 1288)

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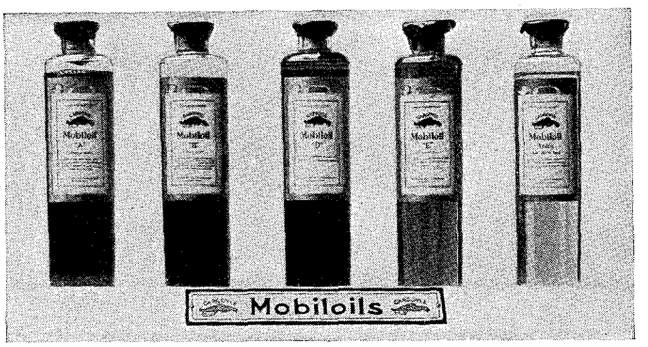
Why several grades?

Here are five 4-ounce bottles. Each is filled with a different grade of Gargoyle Mobiloil.



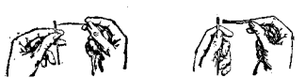
The grades all differ in thickness, or "body."

These oils meet the most severe tests that have ever been exacted from automobile lubricating oils. In sheer lubricating quality they stand alone.

But that, of itself, is not sufficient.

To properly reach the many friction points the oil's "body" must be suited to your feed system.

To make this condition plainer, a homely illustration may be taken from the sewing room:



A fine thread is often too light for the wear required. A heavy thread is often too thick to pass through the eye of the needle.

Neither meets requirements.

So it is with automobile lubricating oil.

Quality equal, the heaviest-bodied oil will prove the most durable. But to be of service it must be able to properly pass through your lubricating system.

The conditions to be met are complex. The problem is serious.

Motors differ.

Feed systems differ.

Before the oil which best combines durability with ability to meet the feed requirements of your car can be determined the construction of your motor must be known and carefully considered.

We have undertaken this problem with the thoroughness that has established our standing in the general lubricating field.

Every year we analyze the motor-construction of each of the season's models. Guided by this analysis and by practical experience we determine the correct grade of Gargoyle Mobiloil for each make of car.

Our findings we list in a lubricating chart, printed in part on this page.

The oil specified for your car in this chart is the scientifically-correct grade for your motor.

The superior efficiency of these oils has been thoroughly proven by practical tests.

If you use oil of lower lubricating quality, or of less-correct "body" than that specified for your car, loss of power, unnecessary friction, and ultimate serious damage must result.

A word about ourselves.

Lubrication with us is both a business and a profession.

Throughout the world the lubricating counsel of the Vacuum Oil Company is sought by engineers who must meet the most rigid efficiency standards.

Our clientele includes thousands of manufacturing plants—located in practically every civilized country.

We supply the floating armaments of the world's leading naval powers.

We supply the aeroplane fleets of the leading military powers.

Outside of the home field we supply over seventy foreign automobile manufacturers.

The lubricating chart on this page represents our professional advice.

We suggest that you note down the grade specified for your car.

In buying Gargoyle Mobiloil from dealers it is safest to order either a full barrel, half-barrel, or a **sealed** five-gallon or one-gallon can.

Make certain that you see the name and our red Gargoyle on the container.

A booklet, containing our complete lubricating chart, together with points on lubrication, will be mailed you on request.

The various grades, refined and filtered to remove free carbon, are:

Gargoyle Mobiloil "A"
Gargoyle Mobiloil "B"
Gargoyle Mobiloil "D"
Gargoyle Mobiloil "E"
Gargoyle Mobiloil "Arctic"

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A guide to correct Automobile lubrication

Explanation: In the schedule, the letter opposite the car indicates the grade of Gargoyle Mobiloil that should be used. For example, "A" means "Gargoyle Mobiloil A." "Arc." means "Gargoyle Mobiloil Arctic." For all electric vehicles use Gargoyle Mobiloil A. The recommendations cover both pleasure and commercial vehicles unless otherwise noted.

MODEL OF CARS	1909		1910		1911		1912		1913	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Abbott Detroit	...	...	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Alco	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
American	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Apperson	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Autocar (2 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (4 cyl.)	A	E	A	E	A	Arc.	A	Arc.	...	...
Avery	...	...	A	E	A	E	A	A	A	A
Benz	A	A	A	A	A	A	A	A	A	A
Buick (2 cyl.)	A	A	A	A	A	A	A	A	A	A
" (4 cyl.)	A	Arc.	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.
Cadillac (1 cyl.)	B	A	...	...	...	...	...	...	...	...
" (4 cyl.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Cartercar	A	A	A	E	A	E	A	E	A	E
" Com'l.	A	A	A	E	A	Arc.	A	Arc.	A	Arc.
Case	...	...	...	...	A	A	A	Arc.	A	Arc.
Chalmers	Arc.	Arc.	Arc.	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Chase	B	B	B	B	B	B	B	B	B	B
Cole	...	...	Arc.	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Columbia	A	E	E	E	A	A	A	A	...	...
" "Knight"	...	...	...	...	...	...	A	A	A	A
Couple Gear	A	A	A	A	A	A	Arc.	A	Arc.	Arc.
Daimler	A	E	A	E	A	E	A	A	A	A
" "Knight"	...	...	...	...	A	A	A	A	A	A
Darracq	A	E	A	E	A	E	Arc.	Arc.	Arc.	Arc.
De Dion	B	A	B	E	B	A	B	A	B	A
Delaunay-Belleville	B	A	B	A	B	A	B	A	B	A
Elmore	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	...	...	...
E. M. F.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	...	...
Fiat	B	A	A	A	B	A	A	A	B	A
Flanders	...	...	E	E	E	E	Arc.	Arc.	...	...
" (6 cyl.)	...	...	...	...	...	...	...	...	Arc.	Arc.
Ford	E	E	A	Arc.	E	E	E	E	E	E
Franklin	B	E	B	Arc.	A	Arc.	A	Arc.	A	Arc.
" Com'l.	B	A	B	A	B	A	A	Arc.	A	Arc.
G. M. C.	...	...	...	...	...	...	Arc.	Arc.	A	Arc.
Gramm	...	...	...	...	A	Arc.	A	Arc.	A	Arc.
Gramm-Logan	A	Arc.	A	Arc.	...	...	...	...	...	...
Herreshoff	A	A	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.
Hewitt (2 cyl.)	A	A	A	A	A	Arc.	...	...	...	...
" (4 cyl.)	A	E	A	E	A	Arc.	E	E	E	E
Hudson	...	...	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.
Hupmobile "20"	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" "32"	...	...	...	...	...	...	...	...	A	Arc.
I. H. C. (air)	...	...	...	...	...	...	...	...	B	A
" (water)	...	...	...	...	...	...	...	...	A	A
International	B	A	B	A	B	B	B	A	...	...

MODEL OF CARS	1909		1910		1911		1912		1913	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Interstate	A	E	A	E	A	Arc.	A	Arc.	A	Arc.
Isotta	A	A	A	A	A	A	A	A	A	A
Itala	A	A	A	A	A	A	A	A	A	A
Jackson (2 cyl.)	A	A	A	A	...	...	...	...	...	...
" (4 cyl.)	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Kelly	...	...	...	...	...	...	...	...	...	...
Kelly Springfield	...	...	...	...	...	...	...	...	Arc.	Arc.
Kissel-Kar	A	E	A	E	A	Arc.	A	Arc.	A	Arc.
" " Com'l.	...	...	...	...	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Kline Kar	...	...	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Knox	B	A	B	A	B	A	B	A	B	A
Krit	...	...	A	A	A	A	A	A	A	A
Lancia	B	A	B	A	B	Arc.	B	Arc.	B	Arc.
Locomobile	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Lozier	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Mack	A	E	A	E	A	E	E	E	E	E
Marion	A	E	A	E	E	A	Arc.	A	Arc.	A
Marmon	Arc.	Arc.	A	E	A	Arc.	A	Arc.	A	Arc.
Matheson	Arc.	Arc.	Arc.	Arc.	A	A	A	Arc.	A	Arc.
Maxwell (2 cyl.)	E	E	E	E	E	E	E	E	...	...
" (4 cyl.)	E	E	E	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (6 cyl.)	...	...	...	...	...	...	...	...	Arc.	Arc.
Mercedes	A	E	A	E	A	E	A	E	A	E
" "Knight"	...	...	...	...	A	A	A	A	A	A

MODEL OF CARS	1909		1910		1911		1912		1913	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Mercer	...	...	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Michigan	...	...	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.
Minerva "Knight"	...	...	...	...	A	A	A	A	A	A
Mitchell	A	A	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.
Moon	A	E	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
National	A	Arc.	A	A	A	A	A	A	A	A
Oakland	A	E	A	E	A	Arc.	A	Arc.	A	Arc.
Oldsmobile	A	E	A	E	A	Arc.	A	Arc.	Arc.	Arc.
Overland	A	E	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Packard	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Paige Detroit	...	...	E	E	A	Arc.	A	E	A	E
Panhard	A	E	A	E	A	E	A	A	A	Arc.
" "Knight"	...	...	...	...	A	A	A	A	A	A
Pathfinder	...	...	...	...	...	...	...	...	A	Arc.
Peerless	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Pierce Arrow	A	Arc.	Arc.	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
" " Com'l.	...	...	...	...	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Pope Hartford	A	B	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Premier	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Pullman	A	E	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Rambler	A	A	A	A	A	Arc.	Arc.	Arc.	Arc.	Arc.
Rapid	A	A	A	A	A	Arc.	Arc.	Arc.	...	...
Rayfield	...	...	...	...	A	A	A	A	...	...
Regal	A	E	A	E	A	Arc.	Arc.	Arc.	Arc.	Arc.
Renault	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Reo	A	A	A	E	A	Arc.	A	Arc.	A	Arc.
S. G. V.	...	...	B	Arc.	B	Arc.	B	Arc.	B	Arc.
Selden	A	E	A	E	A	E	A	Arc.	Arc.	Arc.
Service	...	...	...	...	A	A	A	Arc.	A	Arc.
Simplex	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Speedwell	A	Arc.	Arc.	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
" "Mead"	...	...	...	...	...	...	...	A	Arc.	...
Stanley	D	D	D	D	D	D	D	D	D	D
Stearns	A	A	Arc.	Arc.	A	Arc.	A	Arc.	...	...
" "Knight"	...	...	...	...	A	A	A	A	...	...
Stevens Duryea	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Stoddard-Dayton	E	E	Arc.	Arc.	A	A	A	A	A	A
" "Knight"	...	...	...	...	A	A	A	A	A	A
Studebaker	A	E	E	E	A	Arc.	Arc.	Arc.	A	Arc.
Stutz	...	...	...	...	...	...	Arc.	Arc.	Arc.	Arc.
Thomas	E	E	E	E	E	E	A	E	...	...
Walter	A	E	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Warren Detroit	...	...	Arc.	Arc.	A	A	A	A	A	Arc.
White (Gas)	...	...	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (Steam)	D	D	D	D	D	D	D	D	D	D
Winton	E	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.

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A grade for each type of motor

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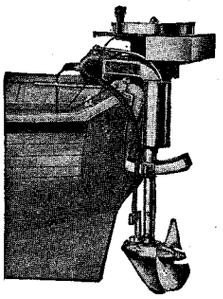

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THROUGH THE WATER

TO those who desire the pleasure of motor boating without the usual large investment of a motor boat, the

EVINRUDE DETACHABLE ROW-BOAT-MOTOR

is the acknowledged solution of the problem. This portable motor attaches to and detaches from any rowboat in less than one minute without any change in the construction of the rowboat.

THE MOTOR CARRIES LIKE A SATCHEL,

as it weighs but 50 pounds, and it will drive a rowboat eight miles an hour. It has a weedless propeller; it starts with a swing of the fly wheel (no cranking); anyone can operate it.

Summer pleasures that you never realized before are open to you if you own one.

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Have *imported roller chains, sprockets* and *pedals; New Departure Coaster-Brakes* and *Hubs; Puncture Proof Tires; highest grade equipment* and many advanced features possessed by no other wheels. *Guaranteed 5 yrs.*
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CURRENT POETRY

(*Continued from page* 1286)

The rushing feet have now grown slow, and go
with quiet tread.
The fairies sleeping in the flowers woke long ago
and fled.
The gate swings wide, the wall is down, the mystic
road is clear;
But no one goes with dancing feet, or ever journeys
here.

They fare, staid pilgrims, far and wide; the round
world is their home.
They go on every road but this; on this they never
come.
O brooding house, and shadowy grass, and flowers
red and sweet!
The white road sweeping straight away was made
for children's feet.

Except for the third stanza, which is rather prosaic, the following poem (from *The Westminster Gazette*) is musical and full of color. Mr. Vale has put into his lines much of the charm of the Orient—that charm which, as he says, is fast disappearing before the advance of Western civilization:

Old Japan

BY EDMUND VALE

I can hear the children clapping
Hidden in the misty morning
On the shores of Old Japan—
I can see the junk sail flapping
Red with light that's ruddier dawning
On the snows of Fuji San.

While the filmy haze is lifting
I can see through many a rifting
Shaggy fir-trees, little islands,
Like a painted Nippon fan,
Like a fan that's silver rounded,
For the bay is sandy bounded,
Stretching to the flowery highlands
Of the heart of Old Japan.

Here are things that Westerns share not,
Here business, time, and haste compare not
In the dull or in the clever
With the peace of mind of man.
Here with joy in mist and glamour,
Droning chant, and ringing clamor
Naked children play for ever
Simple games of Old Japan.

Play on then till bats are dipping,
Till the shades of night come tripping
And your souls in dark are hidden,
Sweet Kodomo and Nēsan,
For a darker shade approaching
From the westward is encroaching,
Pressing onward unforbidden
Round the shores of Old Japan.

And while temple gongs are booming
By pagodas dimly looming
And by many an ancient torii
And by paper lanterns wan,
Progress comes with fingers stealing,
Without mercy, without feeling,
Waiting but to grip your story:
Then they'll close it, Old Japan.

Here is the brief expression of a great thought. We take it from *The Outlook*.

The Great Voice

BY CLINTON SCOLLARD

I who have heard solemnities of sound—
The throbbing pulse of cities, the loud roar
Of ocean on sheer ledges of gaunt rock,
The chanting of innumerable winds
Around white peaks, the plunge of cataracts,
The whelm of avalanches, and, by night,
The thunder's panic breath—have come to know
What is earth's mightiest voice—the desert's voice—
Silence, that speaks with deafening tones of God.

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The motoring enthusiast recognizes the value of both name and fame, but prefers the stouter test of service. He wants extra mileage, long life of tire and car, safety and confident going.
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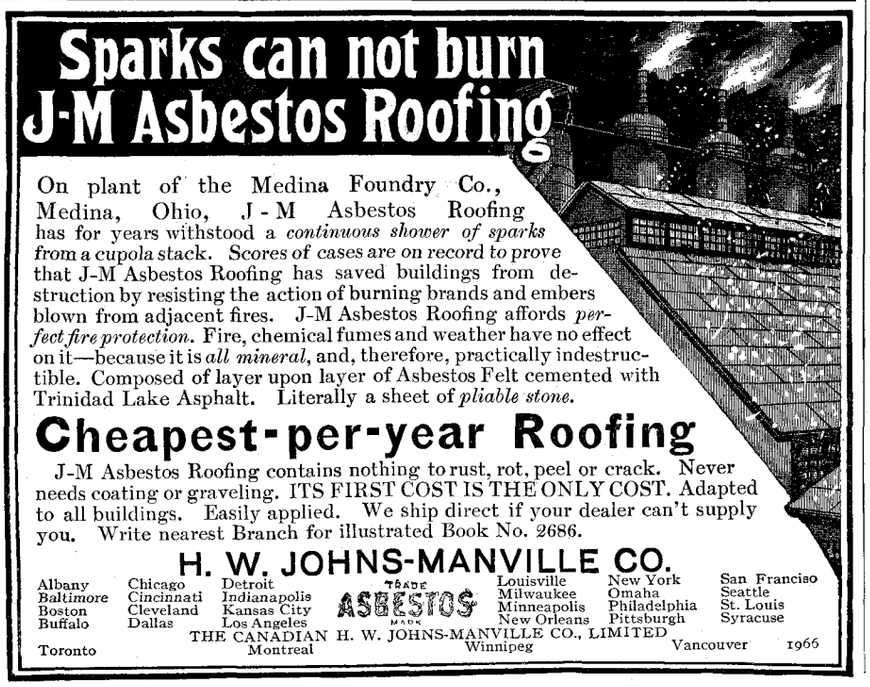
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PERSONAL GLIMPSES

A FEARFUL HUNT

THE PERFECT coolness and intrepidity with which Mark Twain watched his guide climb the Alps has been matched by Strickland Gillilan in a dare-devil tiger-hunt in the back pages of *Outdoor World and Recreation.* Other hunters have quailed and quivered, and shrunk and shivered, but not he. Hemmed in on every side by high-class advertising matter, his pen dripping at every jump, we see him advancing with *sang-froid* and *savoir faire,* and without a trace of *sauve qui peut.* In a similar environment here we will put him through his hair-raising feat again. He begins by saying that he started for the hunt mounted on a strawberry roan elephant with docked tail, roached mane, and three white feet. Follow him:

I tried to get a dark bay elephant, to match my complexion, but the only one in the barn was suffering with a light attack of heaves, caused by his having been overdriven and fed on muddy hay by a traveling man from Peoria.

In a cane-brake full of bamboos—the cane-brake must not be confused with the cane rush, tho almost anything would be confused with a cane rush—in a bamboo thicket, I say, we went seeking the tiger. These thickets are the most unsatisfactory places in the world to hunt for tigers, because that is where tigers are usually found. This makes the sport unsafe. Tigers constitute one of the principal drawbacks to this sort of hunting. Many otherwise sportive persons would go tiger-hunting were it not for the possibility of being successful. I would advise an ease-loving person to hunt tigers in the hay-mow, under a spare bed, or in the turnip patch, rather than in a bamboo thicket. That is no place for a nervous person to hunt tigers.

I sent one of my native beaters into the jungle to see if any tigers had been misplaced there. While an egg-beater is a machine for beating eggs, native-beaters are not machines for beating the natives. Those are known as slot-machines. If I had sent this fellow into the brush after birds' eggs, he would have been, himself, an egg-beater, according to the formation of the term.

This fellow picked up a tiger under a thorn-bush. I do not know who had carelessly dropt it there.

Perhaps I should hasten to explain to the trustful reader that picking up a tiger does not mean lifting him bodily as one would pick up a windfall apple. An adult he-tiger is not a thing to be fondled with the ungloved hands and prest passionately to one's throbbing bosom.

Picking up a tiger, as we big-game hunters use the term, means catching the trail—not the tail—of one of those convict-garbed jungle cats.

A few yards further on the beater came face to face with the game. It was twelve feet from tip to tip, which is about eight feet further than it usually is between a

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Pullman porter's tips. This proves to us that the shark is smaller than the tiger.

Our certainty as to the dimensions of this tiger comes from two things: First, he got away, which proves that he was monstrously large; second, the beater took immediate and effective measures—to escape.

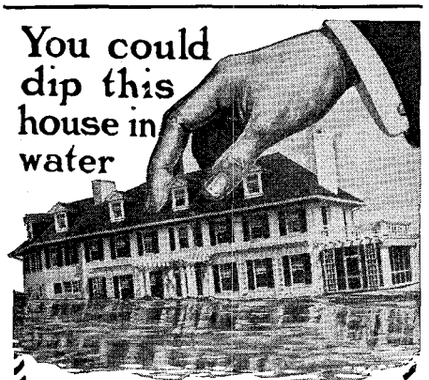
The tiger coughed fiercely at the native. The first cough was delivered with the native about six feet from the tiger; the second, which followed in rapid, staccato-like succession, was delivered while the native was swimming the Ganges River, two provinces away. The beater lingered only long enough after the first cough to warn the tiger against spitting in a public place, and then he went to hunt a drug-store to purchase something for the tiger's cough. He told us so, when we found him the next summer, in Tibet.

We tried to induce our elephant to charge the tiger, but he insisted on cash. He had been in the livery business long enough to know the danger of opening a charge account with a stranger of that stripe.

So, after discharging our elephant gun, our express rifle, our parcel-post revolver, and most of the hired help, we left a fresh catnip ball in the jungle to coax the animal back during the night, and returned to Singapore for rest and refreshment and a new supply of stationery.

THE NATIONAL LEAGUE PENNANT RACE

THE anxious seat is full of baseball managers just now, because the season is about one-third gone and some of the teams which were counted on strongly to get far in the lead seem to find some difficulty in striking their gait. Particularly is this so in the National League, where the St. Louis Cardinals and the Brooklyn



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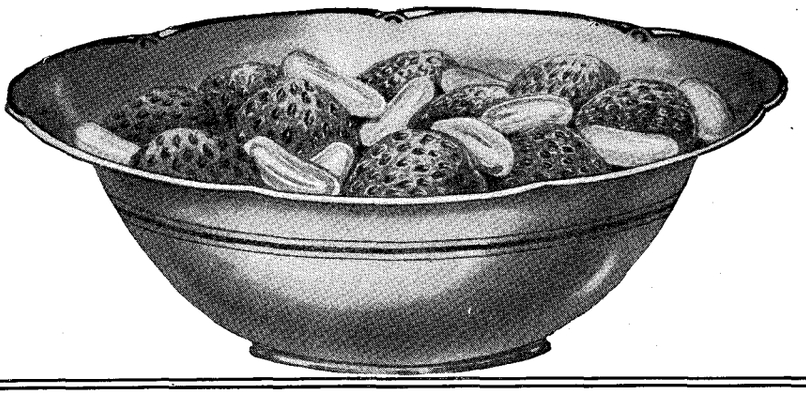


June Mornings

In these early-summer mornings serve Puffed Wheat or Puffed Rice with berries.

These are royal dishes. The tart of the fruit forms an ideal blend with these crisp, airy wafers, these almond-flavored grains.

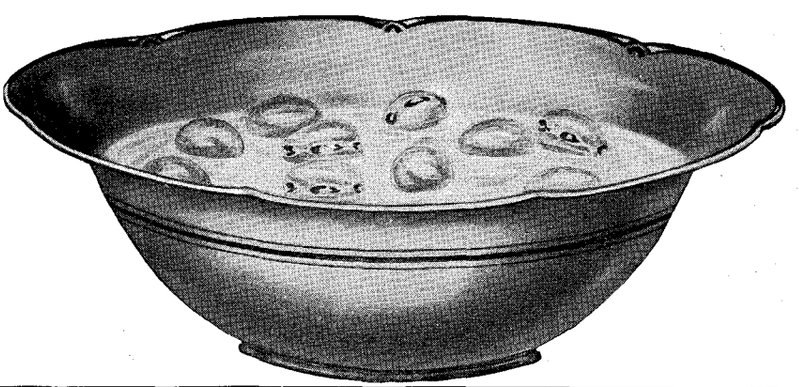
Or serve the grains with cream and sugar. They taste like toasted nuts.

Gigantic grains—eight times normal size—with walls as thin as tissue.

Use them in candy making—for frosting cake—as a garnish for ice cream. Wherever nut-meats taste good, try these nut-like grains.

We sold in March forty million dishes of Puffed Wheat and Puffed Rice. That shows how people like them.

Puffed Wheat, 10c
Puffed Rice, 15c
Except in Extreme West



June Evenings

For suppers or luncheons or bedtime, serve Puffed Wheat or Puffed Rice in milk.

The grains float like bubbles. They are four times as porous as bread. They are dainty morsels—brown and crisp and toasted. Also whole-grain foods.

Then remember this: These grains are steam exploded. All the hundred million granules inside of each grain are literally blasted to pieces.

So the grains don't tax the stomach. Prof. Anderson's process makes cereals digestible, to an extent unknown before.

That fact helps to make Puffed Grains an ideal evening dish.

The Quaker Oats Company

Sole Makers—Chicago

430

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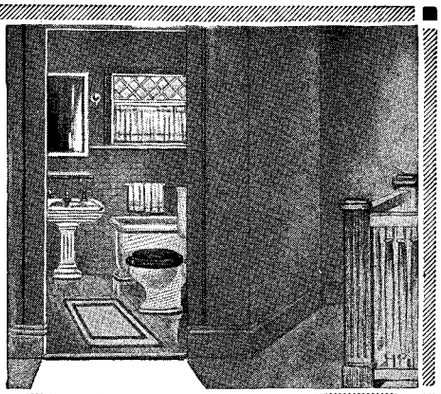
ELECTRONIC REPRODUCTION PROHIBITED

The Noiselessness of the Siwelclo Is an Advantage Found in No Other Similar Fixture.

This appeals particularly to those whose sense of refinement is shocked by the noisy flushing of the old style closet. The Siwelclo was designed to prevent such embarrassment and has been welcomed whenever its noiseless feature has become known. When properly installed it cannot be heard outside of its immediate environment.

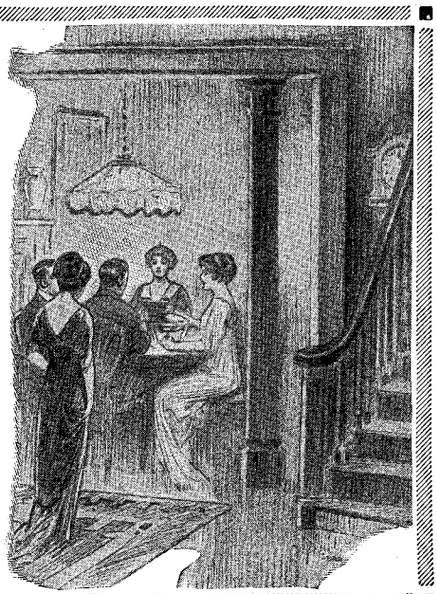


SIWELCLO Noiseless Siphon Jet CLOSET

Every sanitary feature has been perfected in the Siwelclo—deep water seal preventing the passage of sewer gas, thorough flushing, etc.

The Siwelclo is made of Trenton Potteries Co. Vitreous China, with a surface that actually repels dirt like a china plate. It is glazed at a temperature 1000 degrees higher than is possible with any other material.

The most sanitary and satisfactory materials for all bathroom, kitchen and laundry fixtures are Trenton Potteries Co. Vitreous China and Solid Porcelain. Your architect and plumber will recommend them. If you are planning a new house or remodeling, you ought to see the great variety and beauty of design such as are shown in our new free booklet S 13 **"Bathrooms of Character."** Send for a copy now.



The Trenton Potteries Co.
Trenton, N. J., U. S. A.
The largest manufacturers of sanitary pottery in the U.S.A.

This lid fits tight! Keeps odors in—dogs out

It's easy for dogs to nose the lid off the ordinary garbage can and scatter the contents.

Not so with Witt's. The lid of

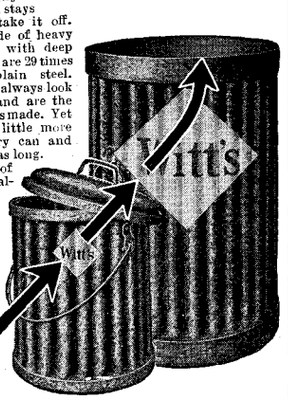
Witt's Can and Pail *Look for the Yellow Label*

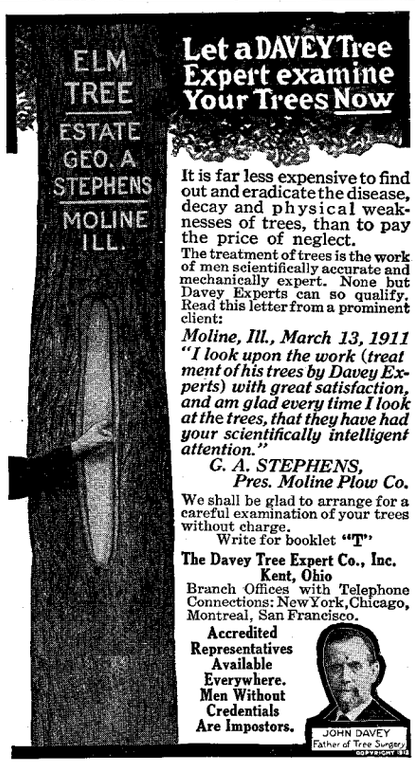
closes down tightly over the rim—and stays there till *you* take it off.

Witt's are made of heavy galvanized steel, with deep corrugations that are 29 times stronger than plain steel. They won't rust, always look neat and clean, and are the most sanitary cans made. Yet Witt's cost but little more than the ordinary can and pail—last twice as long.

Three sizes of each; ask your dealer to show them to you. If he hasn't Witt's, write us and we will see that you are supplied.

THE WITT CORNICE CO.
Dept. K
Cincinnati, O.
Look for the Yellow Label





Let a DAVEY Tree Expert examine Your Trees Now

It is far less expensive to find out and eradicate the disease, decay and physical weaknesses of trees, than to pay the price of neglect.

The treatment of trees is the work of men scientifically accurate and mechanically expert. None but Davey Experts can so qualify. Read this letter from a prominent client:

Moline, Ill., March 13, 1911
"I look upon the work (treatment of his trees by Davey Experts) with great satisfaction, and am glad every time I look at the trees, that they have had your scientifically intelligent attention."
G. A. STEPHENS,
Pres. Moline Plow Co.

We shall be glad to arrange for a careful examination of your trees without charge.
Write for booklet **"T"**

The Davey Tree Expert Co., Inc.
Kent, Ohio
Branch Offices with Telephone Connections: New York, Chicago, Montreal, San Francisco.

Accredited Representatives Available Everywhere. Men Without Credentials Are Impostors.

Dodgers have been playing surprizingly fast baseball, while the Pittsburg Pirates have been lingering in the second division and the New York Giants have been barely able to keep in the first. Bozeman Bulger, of the New York *Evening World*, believes the Pirates have struck their natural gait and will soon be one of the three competitors in the pennant race. The Giants have not yet pulled themselves together just right, but Mr. Bulger has an idea that they will be one of three leading teams in the final struggle. Just now they have too many weak spots, and we read:

McGraw fully realized this when he shoved in a big stack to get Arthur Fromme. He needs to get his machine on a smooth, steady basis and do it quickly. Unless the team strikes a stride consistent with its natural strength by the middle of June the Giants will have blown the pennant.

This time last year, it will be remembered, the Giants were so far in the lead that the race already had assumed the proportions of a huge joke. Even at that, the lead was so well eaten into by September that the Cubs came within an inch of nipping them at the finish. It was the enormous lead at the jump that saved the team of 1912. The team of 1913 has no such margin to fall back on, but has fallen just the same.

The failure of a championship machine to get under way after winning two pennants is not without precedent. After the Giants had won the World's Championship in 1905 they cracked so badly the following spring that McGraw found it necessary to get rid of six men, and then the best he could do was to finish fourth. The Cubs also cracked after winning the big prize, but came back after one off year. Then the machine went to pieces completely. The Pirates, Athletics, and Tigers all had the same experience. There is a difference, however, between the New York Club of 1906 and 1913. The former failed through outliving its usefulness. The players grew old and worn out. That is not true of the present team. The Giants of to-day are young and should be at their top form. Most any manager in the league will tell you that McGraw has more natural strength on his club than has any team in the league. The problem is to bring it out and get value received.

The Phillies have gone far enough now to convince fans throughout the country that they are not at the top notch through accident. Dooin has been blest with the best pitching in the league. His men are fighters at all stages and, while they haven't the hitting strength of the Giants, they are working what they have for all it's worth. Philadelphia and Brooklyn have played consistent baseball since the race began. Indications are that Brooklyn has begun to crack, and the players around the circuit are prophesying that the Phillies will take the toboggan as soon as they hit the road after next week. There is no reason for believing that, except that Pittsburg and New York are still regarded as stronger clubs.

Of all the clubs that have played at the Polo Grounds I have seen none that looked better than the Pirates. After a bad get-

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away they appear to have struck their regular gait and ought to be up around the top within a short while. The chance is before the Giants to do the same thing, and they had better jump in while the opportunity lasts.

Mr. Bulger got a favorable impression of the Cardinals when they played in New York, but he does not believe Miller Huggins's team can cope with the Giants, the Phillies, and the Pirates. They need, he thinks, two more good pitchers and a couple of .300 hitters. To conclude:

Next to Pittsburg the Cardinals showed the best baseball of any of the visiting clubs. While Miller Huggins hasn't a team that looks good enough for a pennant winner, he has got those fellows smoking things up on the bases. The Cardinals are wonderful base runners, and will take desperate chances on the slightest provocation. With two more good pitchers and a couple of .300 hitters the St. Louis club would be dangerous.

The Cubs appear pitiably weak as compared with the wonderful machine led so many years by Frank Chance. They haven't the punch. Moreover, the Cubs do not go about their work with that smooth, concerted action that formerly made them appear so deadly against the Giants. Evers will have to start at the bottom and build up a new machine. He cannot expect to go very far on the remnants of the one left by Chance.

On paper Cincinnati has a team that ought to be a wonder. But it isn't. Joe Tinker has been unable to get anything like a machine organized. He has a good infield and a really wonderful outfield, but for some reason they don't appear to get results out of the natural strength. The acquisition of Devore, Groh, and Ames ought to put Tinker on his feet. That gives him a fast outfielder, a strong utility infielder, and a pitcher who has always won more than half his games.

George Stallings has one of those teams that seem to be organized for no other purpose than to upset the dope. The Braves are liable to lose five straight to a weak club and then turn right around and beat the life out of a champion. Stallings has hitting strength, but no pitchers. In Maranville he has one of the best shortstops in the league, and at second Bill Sweeney is just about as good as they come. These two men, however, are not a ball club. Stallings gave a very good line on his club when McGraw asked him the other day where he thought he would finish.

"That isn't worrying me," replied George. "What I am worrying about is where will we start?"

Realizing that the scorn of all Brooklyn will smite me, I've got to say it just the same: From this neck of the woods it now looks as if the race in the National League will be a triangular one and the three clubs will be New York, Pittsburg, and Philadelphia.

They Helped.—GIBBS—"Doctor Smart says it requires lots of patience to run an automobile."

DIBBS—"Well, he's got the patients."—*Boston Transcript.*

How This New Six-Tone Hearing Device

Makes the Deaf Hear Perfectly

Sent On 10 Days'

Free Trial

Without Deposit

"Well! Well! I hear you perfectly now."

THE ACOUSTICON was the first instrument devised to successfully enable the deaf to hear; so invariably efficient has it been that there are now over one hundred thousand of them in use, not only by individuals, but in churches, theatres, and public buildings.

Heretofore the Acousticon has been fitted to the weakness of the individual ear by a personal application, after the manner that glasses are fitted to suit the requirements of the individual eye.

This most recent contribution of Science, however, will bring great relief and convenience to the hard of hearing, for the problem of fitting the ear has been solved so that it will not be necessary for those desiring an instrument of this character to make long expensive journeys to secure the most satisfactory results.

The One Difficulty Heretofore

Conditions of the ears vary with weather, health, voices of speakers, and environments, so that while the fitting was perfect under the old system the strength of the Acousticon could not be altered to meet changing conditions. If a person with a soft voice spoke to you at an ordinary distance you would hear perfectly, but a harsh, penetrating voice speaking at the same distance would be disagreeably loud and discordant, perhaps unintelligible.

The voices of public speakers, actors, and others vary, while the location in a church or theatre makes it desirable to be able to adjust the Acousticon instantly to secure at all times the most satisfactory results. After seven years of incessant endeavor and experiments we have at last succeeded in developing to the highest degree of efficiency

A Six-Strength Sound Regulator

which gives you the same results that you would obtain if you carried SIX COMPLETE INSTRUMENTS about with you. By the simple movement of a tiny lever from one button to another the sound is regulated to six different strengths, from the loudest to the softest.

Think what this means!

If you are carrying on a personal conversation the mildest strength will be sufficient—if you are listening to a general conversation in a room-full, however, you can instantly regulate the strength so as to hear distinctly all that is said.

If you go to a Lecture or Theatre you can quickly adjust the Acousticon to your exact requirements—The voices of actors are never the same; and if one sounds too loud and another too soft, you can instantly change the instrument to suit those voices. The same way, but perhaps more so, at the Opera; singing voices vary greatly in their power and penetration, and here again you can change to suit your pleasure and comfort.

If you are deaf you know that both ears are never alike in their degree of deafness—you also know how desirable it is to be able to use both ears. With the Sound Regulating Acousticon you can change from one ear to the other at will, regulating the instrument to the requirements of the ear you wish to use.

HOW YOU MAY TEST IT BEFORE PURCHASING

Our confidence in this new Acousticon is supreme. We invite everyone who is interested to make a thorough test of it before purchasing. We have many offices at convenient points throughout the United States and Europe—If, however, we find that you are not convenient enough to one of these to call in person and test the Acousticon, we will gladly send you particulars how you may test it at your own home before a purchase is concluded.

TO OUR CUSTOMERS

You will thoroughly appreciate, we believe, how great an improvement this Sound Regulating Acousticon is over the old instrument.

We therefore invite you to write for the particularly liberal arrangements we have decided to make with our Patrons in the exchanging of our new instrument for the one which you now have.

For Booklets, Full Particulars and Test Before Purchase, address

THE GENERAL ACOUSTIC CO.

1312 Candler Building, 220 West 42d Street, New York City

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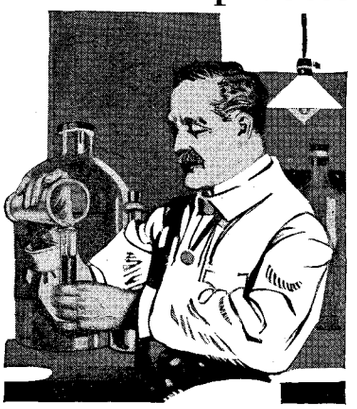
Vitalized Rubber in Diamond {No-clinch} Tires calls a halt on "Short Mileage"

All types of Diamond Tires are made of Vitalized Rubber—a new process discovered by our chemists which toughens pure rubber.



It will give you the greatest mileage—stand the friction of the road and the pull of the engine—adapt itself from one end of the thermometer to the other—from high speed to low. Under all these conditions you, at the wheel, are riding with mind comfort, free from possible tire worries.

Additional Diamond advantages—Perfect 3-Point Rim Contact, No-Pinch Safety Flap for inner tube protection—and, if you wish, the now famous Diamond Safety (Squeegee) Tread.

So this time buy Diamond Vitalized Rubber Tires—you can get them to fit your rims at any of the

25,000 Diamond Dealers always at your Service

From Nature's Laboratory

Nature has given us water—her one great solvent—and she has given us FLAKE GRAPHITE—her one great aid to better lubrication. The tiny, oily FLAKES cling tightly to the bearings, making a veneer-like coating of marvelous smoothness and endurance.

DIXON'S Graphite Greases

have received most remarkable endorsements from the "Speed Kings of Motordom."

DIXON'S GRAPHITE GREASE No. 677 makes better lubrication, less noise and less wear.

Send name and model of car for free booklet, "Lubricating the Motor," No. 247.

JOSEPH DIXON CRUCIBLE CO.
Established in 1827
Jersey City, New Jersey

D X N TRADE MARK

Trim your hedge 4 times faster

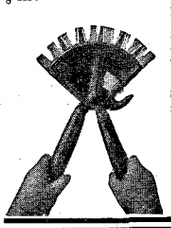
You can do the work in one-fourth to one-fifth the time, and get cleaner, evener results, if you use either of the

UNIQUE HEDGE TRIMMERS

On well-kept, frequently trimmed hedges the Unique Hedge Trimmer cuts a 13-inch swath, trims on both motions; easy to operate, saves time, strength and energy.

For older growths, use the Unique Hedge Trimmer and Cutter combined

Has an extra cutter for individual branches up to ⅝-inch diameter. This tool will replace hedge trimmer, lopping shears, grass edgers and pruners!



Either tool sent carriage prepaid on receipt of $5.00.

Money back if not satisfactory after one week's trial. Refer to any bank in Philadelphia.

Send for Free Illustrated Booklet, *"Success with Hedges"*

FOUNTAIN CUTLERY CO.
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New York Office, 1 West 34th Street
Opp. Waldorf-Astoria

THE SPICE OF LIFE

Going Down.—GABE—"He claims he is a descendant from a great family."

STEVE—"Yes, and he is still descending."—*Cincinnati Enquirer.*

The New Way.—"Come to our suffragette house-warming."

"Whose house are you going to burn?"—*Louisville Courier-Journal.*

Pretty Close.—FIRST STUDE—"How near were you to the right answer to the fifth question?"

SECOND STUDE—"Two seats away."—*Widow.*

Not Unusual.—KNICKER—"Congress is to hold night sessions on the tariff."

BOCKER—"Well, you are generally kept up at night with infant industries."—*New York Sun.*

Rapid Revision.—"Bloob has turned cubist."

"Rot."

"Sold his first picture for a thousand."

"Fine!"—*Cleveland Plain Dealer.*

Ladies, Read This.—"What's the trouble at your house?"

"Hunger strike for a new bonnet."

"Your wife refuses to eat?"

"No; she refuses to cook."—*Kansas City Journal.*

Not So Bad as That.—"Women are certainly trying hard to become man's equal."

"Oh, I think you wrong us. All the women I know seem ambitious to go forward rather than backward."—*Houston Post.*

A Manly Man.—"Doesn't it humiliate you to have to go through life this way?" asked the sympathetic woman as she purchased a photograph.

"Yes, mam," replied the Bearded Lady. "If it wasn't for the wife and the kids I'd throw up the job to-day."—*Cincinnati Enquirer.*

Ouch!—"Why am I gloomy?" demanded the undesirable admirer, to whom she had given the cut direct. "Isn't it enough to make one gloomy to be cut by one he loves best?"

"The idea!" exclaimed the heartless girl. "I didn't even know that you shaved yourself."—*Catholic Standard and Times.*

No Rest.—"My old barber has left the city."

"You seem very regretful."

"Yes; he had been trying to sell me a bottle of hair tonic for the past fifteen years, and so far I had succeeded in standing him off. Now I shall have to start the battle all over with a new man."—*Pittsburg Post.*

Political Economy.—"What's the wrangle about in Plunkville?"

"Some of the community want to maintain mudholes and swell their private fortunes by hauling automobiles out. Others want to improve the highways, pinch 'em for speeding and apply the proceeds to public works of all kinds."—*Kansas City Journal.*

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CURRENT EVENTS

Foreign

May 22.—Mexican rebels defeat Federal troops near Sacramento, Coahuila, gaining possession of all towns between Saltillo and Monclova. A hundred Federals are reported killed.

A Rome dispatch says Italian troops under General Ganbretti were severely defeated by Arabs at Sidi Garba, Tripoli, on May 16. A thousand Italians were reported missing after the battle.

May 24.—Princess Victoria Luise, daughter of the German Emperor, and Prince Ernst Augustus of Cumberland are married in Berlin.

The steamship *Nevada* is accidentally sunk by mines in the Gulf of Smyrna and more than a hundred lives are lost.

May 26.—Mrs. Emmeline Pankhurst, the suffrage leader, who was recently released from jail because of illness, is sent back to prison.

May 27.—Owing to a deadlock, the adoption of a constitution and the election of a President are deferred indefinitely by the Chinese Parliament.

Domestic

WASHINGTON

May 22.—Gen. John C. Black, of Illinois, President of the Civil Service Commission, and William Washburn, of New York, the Republican member, resign, and Charles M. Galloway, of South Carolina, is named for General Black's position and George R. Wales, of Vermont, for the other vacancy.

May 26.—The Senate adopts a resolution authorizing an investigation of armor-plate contracts by the Committee on Naval Affairs.

President Wilson issues a statement denouncing the activity of lobbyists in trying to thwart the Democratic tariff policy.

The Supreme Court decides that retailers may cut prices on patented articles without the permission of the patentee.

May 27.—By a *viva voce* vote the Senate authorizes an inquiry into the West Virginia coal strike by the Committee on Education and Labor.

May 28.—Postmaster-General Burleson issues an order discontinuing the use of the special ten-cent registry stamp and providing no additional registry stamps be printed after the present supply is exhausted.

GENERAL

May 24.—Stephen J. Stilwell, State Senator from New York City, who was recently exonerated by the Senate, is found guilty of bribery by a jury.

Thirty-three are killed and about 200 injured when a pier at Long Beach, Cal., collapses.

May 26.—The trial of Colonel Roosevelt's libel suit against George H. Newett is begun at Marquette, Mich.

May 27.—The Federal District Court at St. Louis appoints receivers for the St. Louis & San Francisco Railroad Company, known as the 'Frisco, and ancillary receivers are appointed for the Chicago & Eastern Illinois, a subsidiary line, by the Chicago District Court.

Governor McGovern, of Wisconsin, vetoes a bill ordering a referendum vote on equal suffrage in 1914. His reason is that woman-suffrage was defeated last November by a majority of 92,000.

Unanimous.—"The Lord loveth a cheerful giver," quoted the Wise Guy.

"Well, who doesn't?" retorted the Simple Mug.—*Philadelphia Record.*

Referred to Lexicographer.—TEACHER—"What is the derivation of the word lunatic?"

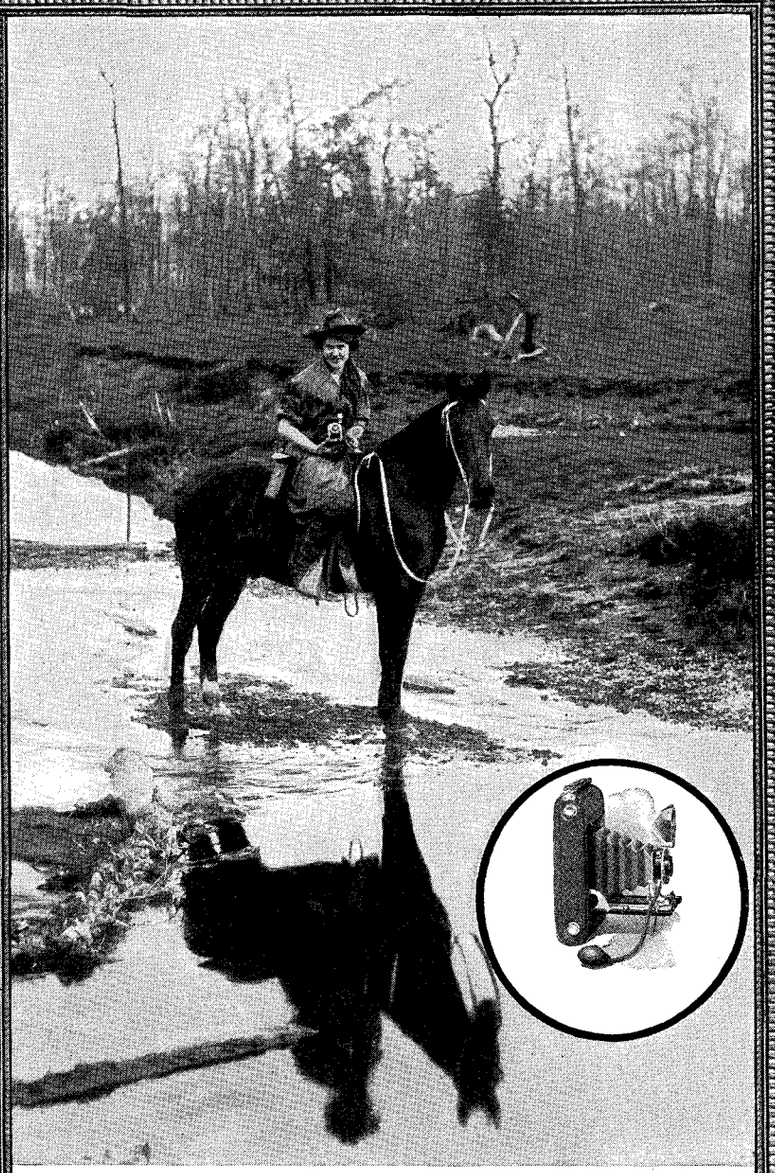
PUPIL—"Luna, the moon, and—er—attic, the upper story."—*Town Topics.*

Memorial Tablets

Ordered by the U. S. Government (Navy Department) cast from bronze metal recovered from the

Wreck of U.S.S. Maine

By **Jno. Williams, Inc., Bronze Foundry** 538 W. 27th St., N. Y. Illus. book on tablets, free.



A REMARKABLE photograph is this! What beautiful contrasts of color and clearness of detail! Just another example of the fine pictures *you* can take at home or abroad this summer with an Ansco Camera. It illustrates the possibilities of this amateur camera of professional quality—

The superb ANSCO

loaded with Ansco color-value Film, then you. films developed with Ansco Chemicals, and printed on prize-winning ***Cyko Paper.***

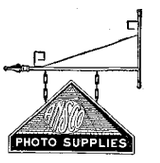
$2 to $55 will buy a good Ansco. Write for catalogue No. 25, and booklet, "How to Make Enjoyment Last Forever."

ANSCO COMPANY, Binghamton, N. Y.

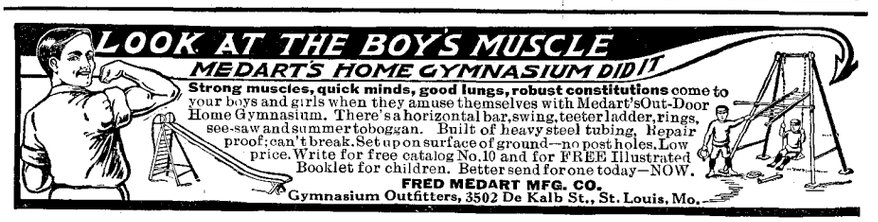
Pioneers in camera making. Manufacturers of photographic supplies for more than 60 years.

The camera shown above is No. 1A Folding Pocket Ansco, one of a line of aluminum round-cornered cameras, fitted with the plano reversible finder, that changes automatically the range of view to correspond to the range of the picture to be taken. It takes pictures 2½ x 4½ inches.

Price $17.50.



ANSCO DEALERS display this sign.


LOOK AT THE BOY'S MUSCLE
MEDART'S HOME GYMNASIUM DID IT
Strong muscles, quick minds, good lungs, robust constitutions come to your boys and girls when they amuse themselves with Medart's Out-Door Home Gymnasium. There's a horizontal bar, swing, teeter ladder, rings, see-saw and summer toboggan. Built of heavy steel tubing. Repair proof; can't break. Set up on surface of ground—no post holes. Low price. Write for free catalog No. 10 and for FREE Illustrated Booklet for children. Better send for one today—NOW.
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"Ah! who told you?"

When eating corn flakes you don't have to be told when it's Kellogg's. You can tell by the flavor.

This flavor is in every package—in the corn flakes themselves—an actual part of the food.

When we speak of corn flakes having this flavor, we refer only to Kellogg's.

Look for this Signature

W. K. Kellogg

SUMMER VACATION TRIPS

(*Continued from page* 1282)

THE HUDSON

Nature has endowed the Hudson with a variety of charm. Guarding her portal are the beetling Palisades. Further north stand the towering Highlands. Along her more northern reaches are picturesque hills and green meadows. Nowhere is monotony. Man, too, has made her valley famous. Her story is that of a great explorer, of Indian and early Dutch traditions, and of battles. The spell which rests over her waters has been the inspiration of poets and prose writers who have lived along her banks. Her many attractions draw to her each year from far and near thousands of tourists.

River transportation facilities on the Hudson are undoubtedly the best of those provided for any American river. For sixty-five years the Hudson River Day Line has been celebrated for its splendid steamers and excellent service. The newest accession to this famous fleet, the *Washington Irving*, has been just put in commission. This steamer, 416 feet long by 85 feet wide, is the largest steamboat ever constructed for river day traffic and has the distinction of having the biggest passenger-carrying capacity of any vessel of any type yet afloat—6,000 people. The Day Line is operated in three divisions daily, except Sunday, with calls at the chief river landings; the *Washington Irving* and *Hendrick Hudson*, plying between New York and Albany, the *Robert Fulton*, making a daily round trip between New York and Poughkeepsie, and the *Albany*, making a round trip each week day between Kingston and New York.

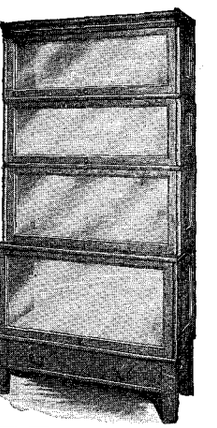
The night line service on this river is also popular. The Hudson Navigation Company maintains a fleet of five modern well-appointed steamers equipped with powerful searchlights. This line has placed in commission this season a new steamer, the *Berkshire*, 440 feet long, with a beam of 90 feet and having 500 staterooms, the largest river steamer for night service in the world. This boat is equipped with exceptionally powerful searchlights, fore and aft. These steamers are operated in two divisions, the *Trojan* and *Rensselaer* between Troy and New York, the *Berkshire* and *C. W. Morse* between Albany and New York. A special Sunday day service in either direction between Troy and New York is maintained by this line during the summer months. Other steamboat lines affording local service are the Central Hudson, the Saugerties Evening Line, and the Catskill Evening Lines.

THE ST. LAWRENCE AND ITS TRIBUTARIES

With the features of many rivers combined in one, this majestic waterway yields an infinite variety of scenic attractions. The St. Lawrence bears the waters of five inland seas to the ocean, carrying them past the Thousand Islands, tumbling them down eight dashing rapids, guiding them across two broad lakes, along mountains and meadows, and finally, after 600 miles, debouching them into the Atlantic by a channel many miles wide. Romance and history cling to this valley. Here stand ancient Quebec, Tadousac, one of America's earliest trading ports, and Montreal, Canada's commercial capital. Into the St. Lawrence flow two large tributaries, the Ottawa near Montreal, the Saguenay at Tadousac. Of these the Saguenay is most noteworthy, a river unlike any other on the continent. Rising at Lake St. John, into which fourteen other rivers flow, the Saguenay in its outflow penetrates a mighty fiord. Its characteristically black waters, in many places 2,000 feet in depth, pass in silence between gneiss cliffs upon whose stern precipices are few signs of civilization. The highest of its mountain sentinels are Capes Trinity and Eternity, rising from the river perpendicularly nearly two thousand feet.

Passenger navigation on the St. Lawrence is almost entirely under control of the Richelieu and Ontario Navigation Co., operated under the fol-

Judge for Yourself



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are made of selected quartered oak, in golden, fumed, weathered or Early English finish or of mahogany finished birch, and have receding doors that fit close but will not bind. They are made with the most painstaking care, water-rubbed and hand-polished or waxed. They are designed on plain lines, without any tawdry "ginger bread" work and have an eminently good look.

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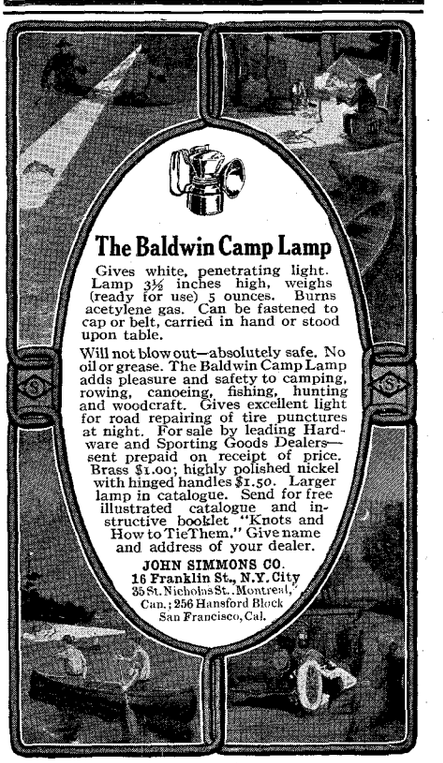

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Will not blow out—absolutely safe. No oil or grease. The Baldwin Camp Lamp adds pleasure and safety to camping, rowing, canoeing, fishing, hunting and woodcraft. Gives excellent light for road repairing of tire punctures at night. For sale by leading Hardware and Sporting Goods Dealers—sent prepaid on receipt of price. Brass $1.00; highly polished nickel with hinged handles $1.50. Larger lamp in catalogue. Send for free illustrated catalogue and instructive booklet "Knots and How to Tie Them." Give name and address of your dealer.

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lowing main divisions: Toronto to Prescott; Prescott to Montreal by special "rapids" steamer; Montreal to Quebec; Quebec to Tadousac, thence up the Saguenay to Chicoutimi. Steamers of each division connect with those of the other, thus enabling the tourist to make the through trip from Toronto to the head of the Saguenay, 761 miles, in a little more than two days. Steamers to or from Toronto call at Charlotte, N. Y., and all chief river ports. The American Line division is operated by steamer *Rochester* between Toronto and Ogdensburg, N. Y. Local service in the Thousand Island region is given by the Clayton and Alexandria Bay Route, also by steamers between Kingston, Ont., and Cape Vincent, N. Y.

Regular steamship service between Montreal and St. John's, N. F., is being operated by Black Diamond Line, sailings weekly, with calls at Sydney and Charlottetown eastbound and at Sydney westbound. At St. Johns, steamers connect with Red Cross Line for New York.

The chief resorts on this river are the Thousand Islands, reached by R. & O. steamers, New York Central Lines to Clayton, and Grand Trunk across the Canadian border; Murray Bay, which lies between Quebec and Tadousac, and Tadousac at the mouth of the Saguenay. Montreal and Quebec are full of interesting places and draw many visitors.

The Ottawa River Navigation Company in connection with the Grand Trunk Railway provides a charming water trip between Carillon and Lachine, thence Grand Trunk to Montreal.

NIAGARA RIVER

The Niagara has the distinction of being one of the shortest of rivers with most spectacular scenic attractions. With but little more than two score miles of length, she pours her waters received from the four Great Lakes over one of the grandest cataracts in the world, and then sends them leaping through a rocky gorge in one of the wildest rapids on the continent. It is little wonder that the Niagara draws nearly a million tourists each year.

The Falls and Rapids may be viewed from many excellent vantage-points, including both shores of the river, Goat Island, the Cave of the Winds, the decks of the little steamers below the Falls, and from electric cars traversing both bottom and top of the Gorge. From Canada the Falls are reached by Canadian Northern electric lines, the Michigan Central, the Grand Trunk, and the Richelieu & Ontario Steamers. From the United States, directly or with connection by five trunk lines. Stopover privileges are allowed by all roads on through tickets.

JAMES RIVER

A trip up the James River from Norfolk and Newport News, Va., to Richmond is one which carries the imagination back to the early history and traditions of the South. We are here in the land of Captain John Smith and Pocahontas; we pass the site of Jamestown and those famous manors, the two Brandons, Berkeley, Shirley, and Westover.

The trip may be made by daylight (a full day's sail), on steamers of the Virginia Navigation Company, with connections by Old Dominion Line steamers from New York or Chesapeake Bay and Washington steamers.

THE MISSISSIPPI RIVER AND TRIBUTARIES

Of the "Father of Waters" Mark Twain has said: "We move up the river—always through enchanting scenery, there being no other kind on the Upper Mississippi. The water is a beautiful olive-green. The majestic bluffs that overlook the river, along through this region, charm one with the grace and variety of their forms and the soft beauty of their adornment. The steep, verdant slope, whose base is at the water's edge, is topped by a lofty rampart of broken turreted rocks, which are exquisitely rich and mellow in color—mainly dark browns and dull greens, but splashed with other tints. And then you have the shining river, winding here and there and yonder, its sweep interrupted at intervals by clusters of wooded islands threaded by silver channels; and you have glimpses of

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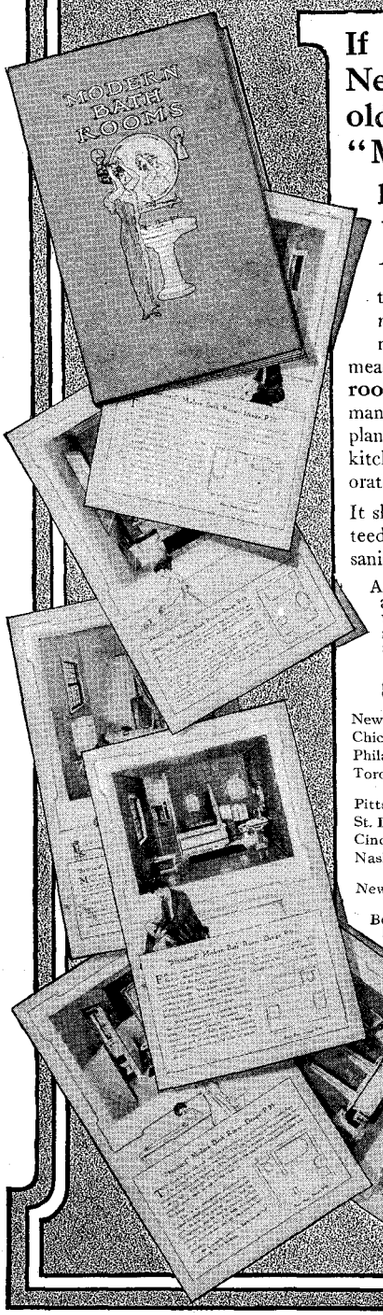

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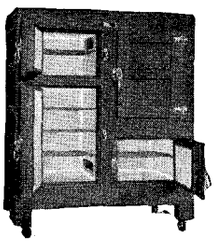

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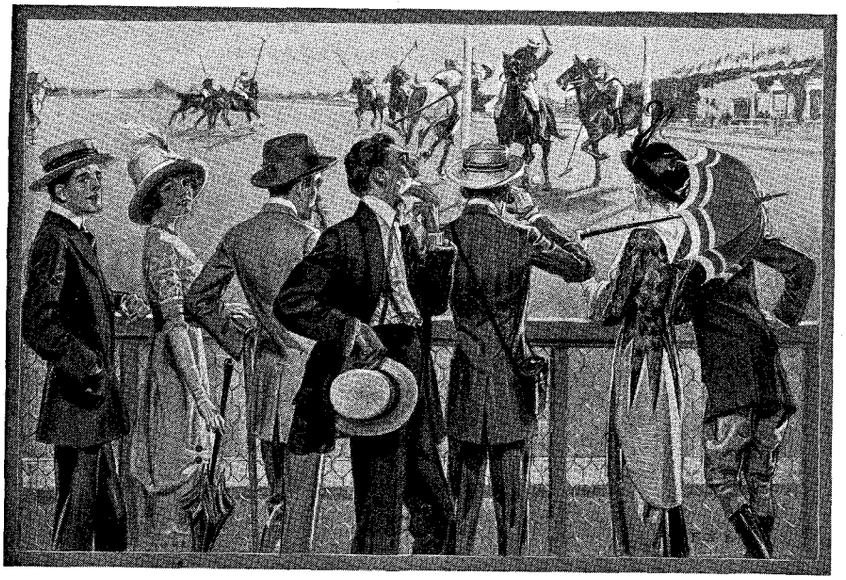

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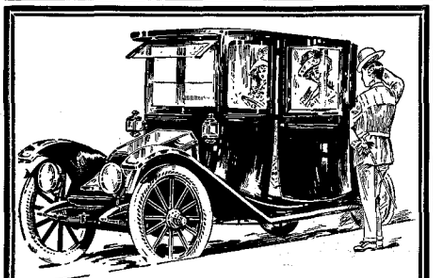

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will make and keep its fine finish like new; give it that right-from-the-factory appearance that every one notices and admires.

Easy to use—just moisten a cheese-cloth with it.

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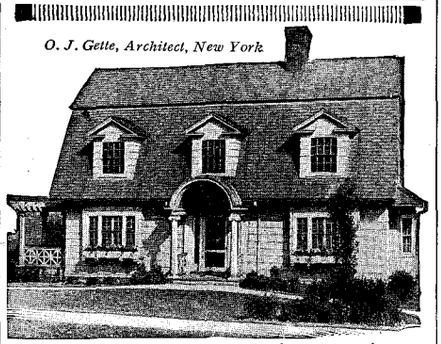

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Preserve and beautify

Special preservative oils protect from the elements and prevent dry and wet rot; yet bring out all the beauty of the texture and grain of the wood. Best English ground pigments used—colors cannot fade. Better than paint, cost less than half. Ask your architect.

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distant villages, asleep upon capes; and of stealthy rafts slipping along in the shade of the forest walls; and of white steamers vanishing around remote points. And it is all as tranquil and reposeful as dreamland."

A series of attractive trips on the Upper Mississippi are offered by steamers of the Streckfus Steamboat Line from June to September, inclusive. These trips include cruises between St. Louis and St. Paul; St. Paul, Winona, or Dubuque; St. Paul, Davenport, Rock Island, and Moline. Special tours to New Orleans are also conducted by this line. Passenger service on the Mississippi and Ohio Rivers is afforded also by Lee Line, between Cincinnati, St. Louis, Cairo, Memphis, and Vicksburg. All points on the Ohio between Louisville and Evansville are served by Louisville and Evansville Transportation Company, and between Evansville, Bowling Green, and Mammoth Cave by Evansville and Bowling Green Packet Company. On the Tennessee, Ohio, and Mississippi Rivers trips may be made by St. Louis and Tennessee Packet Company.

COLUMBIA RIVER

The Columbia, next to the Yukon, the largest Western river, has 754 navigable miles, while its chief tributaries, the Willamette, Snake, and Clark's Fork, furnish several hundred more. No other river has grander scenery, the stream flowing through cañons, some of which are thousands of feet deep. Pacific coast steamships ascend the Columbia as far as the mouth of the Willamette River, thence go twelve miles up the latter river to Portland.

The Regulator Line of steamers operates between Portland and the Dalles. Passenger service between Portland and Astoria at the Columbia's mouth is given by the Vancouver Transportation Company. Combination rail and steamer trips are offered by the lines of the Oregon-Washington Railroad and Navigation Company.

THE YUKON

The mighty Yukon, rising in Summit Lake, only twenty miles from Skagway, on the Pacific, flows for 2,044 miles north and west to Bering Sea, through cañons and plains, crossing and recrossing the Arctic Circle, and affords an Alaskan water trip full of unusual experiences. A writer thus describes the Yukon scenery:

"The river is tortuous and rapid, its banks generally green with luxuriant vegetation and the meadows gay with an endless variety of flowers; one species known as the fireweed spreading a flamelike color over patches of hundreds of acres of sloping country. Again the river leaves the meadow lands and pours its flood against the solid masonry of earth on whose seared and broken face is written for the geologists the history of time."

More than 2,000 miles of this great river are navigable to stern-wheel steamers. Passenger steamers are operated during the summer months from White Horse to Dawson, Fort Yukon, and St. Michael, at the Yukon's mouth.

Tourists to the Yukon take coastwise steamships (described elsewhere) from British Columbia or United States ports to Skagway, north of Sitka (about 1,000 miles), and thence go by the White Pass & Yukon Railway to White Horse. Here a river steamer of the same system is boarded for the 460-mile journey to Dawson, the time, 48 hours. New steamer of the same line may be taken here down to Fairbanks (time, 4 days). From Dawson down the river steamers of the Northern Navigation Company may be also boarded for St. Michael. Connections are more or less uncertain, however, and the lower reaches of the Yukon are somewhat monotonous. At St. Michael an ocean steamer calling at Nome is taken back to Seattle, a voyage of 2,500 miles: the time, 8 days. This entire trip covers 6,200 miles, occupies about 40 days, and costs $240.00. A trip through a chain of mountain-girt lakes to Atlin, revealing scenery which rivals, if not excels Switzerland for beauty and grandeur may be taken by leaving the White Pass and Yukon Line at Caribou, 68 miles north of Skagway. The tourist stops overnight here, departing next morning by steamer through the lakes to Atlin; time, about 12 hours. Delightful excursions may be taken from this place, including trips on another steamer up Atlin Lake to the great Llewlyn Glacier.

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ATTRACTIVE COASTWISE TRIPS

OF the entire American merchant marine, representing 7,714,183 tons, coastwise fleets on the two oceans alone represent 6,782,082 tons, or five times more tonnage than that of Great Britain's coastwise trade and more than Germany's entire merchant marine engaged in both foreign and coastwise trade.

For those who have not the opportunity for a transoceanic voyage there are many little journeys, varying in time from a few hours to several days, which will give the traveler a taste of the sea. Many of these trips combine rivers, sounds, and bays with the broad expanse of the ocean. Next year New England coastwise trips will be materially shortened by completion of the Cape Cod canal.

Winter is the most favorable season for visiting Panama, but so great is the interest in the Canal that many visitors will be journeying to the Isthmus during the summer months. Entire fleets of ships are now building for coastwise and transoceanic routes via Panama Canal.

ATLANTIC COASTWISE

On the Atlantic the most attractive coastwise trips radiate from Boston and New York. Special summer cruises from New York to Quebec with stops for sightseeing at Halifax, Hawkesbury, Gaspé, and Tadousac on the St. Lawrence are made by the Quebec S.S. Company from New York. Fifteen separate lines are operated by the Eastern Steamship Corporation. These include the Metropolitan Steamship Line, with fast steamers making all water trips during the summer season between New York and Boston; the Maine Steamship Line between New York and Portland, the Kennebec Line between Boston and points on the Kennebec River; the Boston & Portland Line between Boston and Portland; the Bangor Line between Boston, Rockland, Penobscot River landings and Bangor; the International Lines, affording direct service between Boston and St. John, N. B.; also a line between these cities with calls at Portland, Lubec, and Eastport; the Boston and Yarmouth Line between these cities, and local lines along the New England coast and estuaries, including Bath and Boothbay; Mt. Desert & Blue Hill Lines between Rockland, Mt. Desert, and other neighboring points, and this season the Frontier Line between Eastport and St. Croix River points. From Boston both Halifax and Charlottetown may be reached by Plant Line steamers.

Between Boston, Savannah, Providence, Philadelphia, Baltimore, Norfolk, and Newport News steam the ships of the Merchants' and Miners' Line. Between Boston, New York, and Savannah an ocean trip may be taken by Savannah Line steamers. Another extensive coastwise system is that of the New England Navigation Company, operating the Fall River Line between New York, Newport, and Fall River (from the last city to Boston by rail connection); and lines between New York and New London, New York and New Haven, New York and Bridgeport, Providence and Block Island, New York and New Bedford (connecting with New Bedford, Martha's Vineyard, and Nantucket Steamboat Company), New York and Providence, and New London and Block Island. A popular water route between Norfolk, Old Point Comfort, and New York is provided by the Old Dominion Line steamers. One of the longest coastwise trips is that between New Orleans and New York by Southern Pacific steamers. Other Southern coastwise trips are afforded by Clyde Line, Mallory Line, N. Y. & Cuba Mail S.S. Co., and New York & Porto Rico S.S. Co. Tourists to Nova Scotia may sail direct from New York to Halifax and St. John's, N. F., by Red Cross Line ships. This line maintains also a coast line for Newfoundland ports and Battle Harbor, Labrador. To or from Newfoundland steamer service between North Sidney and Port au Basques is afforded by the Reid Newfoundland steamers. This line also affords fortnightly service to Labrador.

In Chesapeake Bay and connecting waterways trips may be taken between Norfolk and Washington by the Norfolk and Washington Steamship Company; between Baltimore and Norfolk by the Baltimore Steam Packet Company; and between Baltimore and Philadelphia by the Ericcson Line.

Tourists desiring to visit the Panama Canal during the summer months may journey thither by the Panama Steamship (Government) Line from New York; the United Fruit Company's ships from both New York and New Orleans to Colon; or the Royal Mail Steam Packet and Atlas Line (Hamburg-American), both from New York. The last-named line offers a series of summer cruises to Panama with visits to Cuba, Jamaica, and South and Central American ports.

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Children like it because it tastes so good.
And Wise Parents *encourage* them to eat it.
Food Scientists will tell you that

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peculiarly supplies the solid nutriment that makes thin legs grow plump—that builds firm flesh—gives rosy color. Use it, not as an occasional treat, but as an every day diet. Everyone likes it. Selected fresh peanuts ground and prepared with the care that is given all the famous

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Try This Recipe for HeinzPeanut Butter Fudge

2 cups confectioner's Sugar
1-2 cup sweet milk
2 heaping tablespoons of Heinz Peanut Butter.

Boil five (5) minutes exactly; remove from fire and stir until it thickens; pour into buttered platter and cut into required squares.

Heinz Spaghetti
Something New and Extra Good

Real Italian Style Spaghetti—a "masterpiece" in fine blending of choice materials. Words can't describe its zest and richness—its delicacy of flavor. Ready to serve. Pure, appetizing, nourishing. Spaghetti at its best. Just the thing to vary the household fare.

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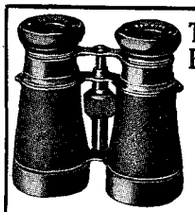

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—high and low power—equally good for *day* and *night* use—distant, or near view. ALL the service of several glasses in ONE. One delighted purchaser says of

DA-NITE BINOCULARS

"I am well pleased with them; more than I expected. All the boys here anxious to own a pair."—*Geo. P. Storm, U. S. Army, Fort Liscum, Alaska.*

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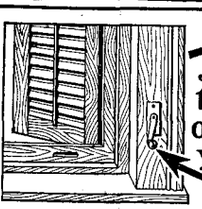

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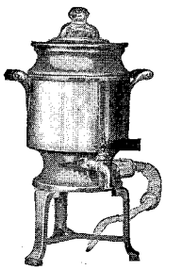

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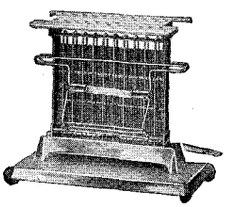

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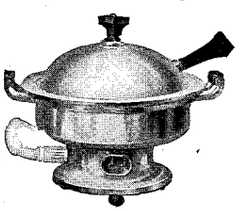

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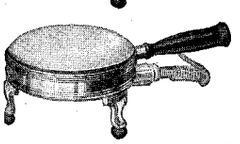

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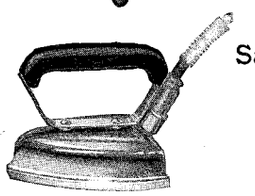

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The Pacific Coast Steamship Company operates fleets between San Francisco, Victoria, Seattle, Vancouver, and Nome; between San Francisco, Seattle, Vancouver, and Skagway via the Inside Passage, at Skagway connecting with the White Pass and Yukon route; southward between San Francisco, San Pedro, and Mazatlan, Mexico. Special summer cruises accommodate the tourist traffic. The Alaska Steamship Company's steamers operate over the Southeastern Route between Seattle, Skagway, and intermediate ports; the Southwestern Route between Seattle, Cordova, and Seward (connecting at Cordova with the Copper River Rail Route, and at Seward with the Alaska Northern Railway); also the Nome-St. Michael route for these ports with connections with Yukon and tributary river steamers. The Humboldt Steamship Co. offers sailings every five days between Seattle and Skagway. From Vancouver and Victoria other routes are covered by Canadian Pacific steamers to northern Alaska points.

North Pacific coast service is afforded also by the Grand Trunk Pacific S.S. Company from Seattle via Victoria and Vancouver to Prince Rupert, with connecting lines from Prince Rupert to Portland Canal and Queen Charlotte Island points. In conjunction with Yukon and connecting river steamers the Northern Navigation Company operates steamers between San Francisco, Seattle, Nome, and St. Michael. Tacoma, Seattle, and Everett are reached by the Inland Navigation Company's fleet; Portland, San Francisco, and San Diego by the North Pacific S.S. Company; Portland, Astoria, San Francisco, and San Pedro by the San Francisco and Portland S.S. Company. The turbine steamers *Yale* and *Harvard* make trips between San Francisco, San Pedro, and San Diego. Between San Francisco and San Pedro also ply ships of the Independent S.S. Company.

Tourists from the Pacific coast for the Isthmus of Panama are afforded service by Pacific Mail S.S. Company's steamers from San Francisco.

EASTERN MOUNTAIN RESORTS

MOUNTAINS are beloved by all who are receptive to natural attractions. They are citadels which hold the records of past ages. Monotony to them is unknown. As Ruskin has said: "Mountains are the beginning and end of all natural scenery.

THE WHITE MOUNTAINS

The White Mountains in New England for many years have been the mecca of tourists. With scenery of rare beauty, easy accessibility, and excellent hotel accommodations their popularity continues to increase. These mountains have the distinction of including the highest peak east of the Rockies and north of North Carolina—Mount Washington, whose altitude is 6,293 feet.

Chief among the many White Mountain resorts are North Conway, Plymouth, Fabyans, Bretton Woods, Crawford's Notch, Franconia Notch, Maplewood, Bethlehem, White River Junction, and Wells River. The railway systems reaching the White Mountains include the Boston and Maine, Maine Central, Canadian Pacific, and Grand Trunk.

THE GREEN MOUNTAINS

This Vermont range, while less rugged than the White Mountains, is noted for the loveliness of its scenery and the long-standing popularity of its resorts, including Manchester, the Dorsets, Proctor, Salisbury, and Sharon.

The chief routes to this region are the Rutland, Central Vermont, and Boston and Maine Railways, and the Lake Champlain steamers.

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From the south and east ingress to the Adirondacks is by the Delaware and Hudson main line and the Adirondack and Chateaugay branches; from the west and north by the Adirondack and New York & Ottawa Divisions and connections of the New York Central Lines. From these lines, stages, motor-cars, or boats may be taken into the heart of the mountains.

BERKSHIRE HILLS

The Berkshire region is one that for "the gentle loveliness of a hill-country, as contrasted with mountain country, is unsurpassed in the United States." Through these green hills flow the Hoosac and Housatonic Rivers. Besides these great mountain streams are many lakes.

Lenox, Great Barrington, and Stockbridge are among the notable summering places. Train service to the Berkshire region is afforded from New York or Boston by the New Haven system and New York Central Lines.

THE CATSKILLS

By reason of their short distance from New York City and the low fares, the Catskills are a popular resort for thousands of vacationists each summer.

The main gateways to the mountains are Kingston and Catskill. Both points are reached by Hudson River steamers and by Hudson River and West Shore Divisions of the New York Central Lines. At Kingston connection is made with the Ulster & Delaware line, running to the western slope of the mountains; at Catskill, with the Catskill Mountain Railway to Cairo in the foothills and Tannersville on the mountain top via the Otis Elevating Railway and Catskill and Tannersville Railway.

ALLEGHANIES AND BLUE RIDGE REGION

The Southern Appalachian Mountains, with individual ranges known by various names, offer strong inducements to those who desire rest and recreation in the environment of fine scenery. Summits of these mountains have less sharply defined peaks than those of the White Mountains or Adirondacks. Beautiful valleys with streams and rivers are frequent, and much of the country is of pristine wildness.

Among these southerly ranges of the Appalachian system are the Poconos of Pennsylvania. Adjacent to them are the Delaware Water Gap (on the Lackawanna Railroad) and Mauch Chunk (reached by Lehigh Valley and Central Railroad of New Jersey lines).

Southward lie in parallel ridges the Alleghanies and Blue Ridge. In this region are the Pen Mar group of resorts, Doubling Gap, Mount Gretna, Blue Ridge Summit, and Bedford Springs. Here, too, are the Shenandoah and Cumberland Valleys, far famed for their natural beauty. This region contains several natural wonders including the Luray Caverns and Natural Bridge.

Following the Alleghanies southward we find a region of even greater picturesqueness. Here are Virginia Hot Springs, 2,500 feet above sea level, White Sulphur Springs, and other notable resorts. These mountains are reached over direct or connecting lines of the Pennsylvania, Chesapeake & Ohio, Norfolk and Western, Western Maryland, Cumberland Valley, and Baltimore and Ohio Systems.

Western North Carolina, often termed "The Land of the Sky," is a region of high altitudes, with lofty plateaus and mountain peaks, topped by Mt. Mitchell, rising to 6,712 feet, the highest point east of the Rockies. This territory, with its mountain streams, waterfalls, and lakes, including the beautiful Toxaway and Sapphire Lakes, offers the vacationist all varieties of outdoor sports, including riding, boating, golfing, motoring, and mountain climbing.

The principal resorts include Asheville, Hendersonville, Tryon, Waynesville, Brevard, and Lake Toxaway, all of which are reached by through train service of the Southern Railway.

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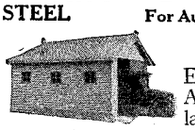

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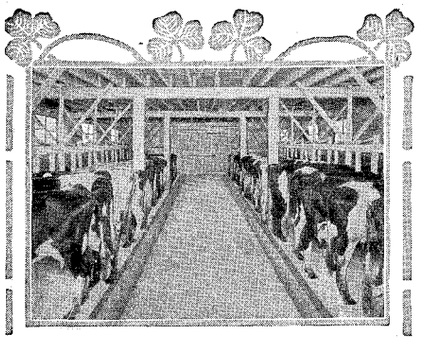

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THE AMERICAN ROCKIES

PROBABLY no great mountain-chain is more accessible to the tourist than the American Rockies. Rail lines have been pushed into valleys and cañons and up to the top of some of the highest peaks. Only a brief outline can be given here of a few of the vantage-points from which this mountain scenery may be viewed. Many attractive trips originate from Denver, reached from eastern points by the Santa Fé, Rock Island, Union Pacific, and Burlington systems. Another starting-point for mountain trips is Colorado Springs reached by through service over the Rock Island Lines, Chicago & Northwestern. A few hours' ride from Denver over the famous Georgetown Loop brings the traveler to the Gray's Peak Route, the rails of which ascend to the summit of Mt. McClellan, nearly three miles above sea-level, or to the aerial tramway which lifts visitors 3,300 feet to Sunrise Park. Another railroad ride above the clouds may be taken by Manitou & Pike's Peak cog-wheel line, supplementing the Colorado Midland and Denver & Rio Grande Railroad in the 14,000 feet climb from Manitou to the cap of Pike's Peak. Many other points in the Rockies may be visited by Denver & Rio Grande-Western Pacific, Denver, Northwestern and Pacific to Dixie Lake and Corona, Union Pacific, Santa Fé, Colorado and Southern. In Arizona is that "sublimest of gorges, Titan of Chasms," the Grand Cañon, reached by the Santa Fé route to Williams, and thence northward by branch to the cañon's brink.

A writer thus describes the Grand Cañon: "The wonders of the Grand Cañon can not be adequately represented in symbols of speech nor by speech itself. The resources of the graphic art are taxed beyond their powers in attempting to portray its features. Language and illustration combined must fail. The elements that unite to make the Grand Cañon the most sublime spectacle in nature are multifarious and exceedingly diverse. Besides the elements of form, there are elements of color, for here the colors of the heavens are rivaled by the colors of the rocks. The rainbow is not more replete with hues.

"But form and color do not exhaust all the divine qualities of the Grand Cañon. It is the land of music. The river thunders in perpetual roar, swelling in floods of music when the storm gods play upon the rocks, and fading away in soft and low murmurs when the infinite blue of heaven is unveiled."

THE ROCKIES IN CANADA

IN Canada the Rockies tower to their most gigantic proportions. Tourists through this sublime scenery should linger as long as possible among the boldest and most awe-inspiring of this mountain scenery. Every accommodation desired by tourists seems to have been anticipated and provided by the Canadian Pacific Railway Co., by whose transcontinental system this favored place is served. Tourists are thus delighted at the anomalous conditions that while they are apparently roughing it in the wilds they are really living in highly civilized luxury.

In this region among the most attractive resorts and natural wonders are Banff, Bow Valley, Yoho Valley, and The Valley of

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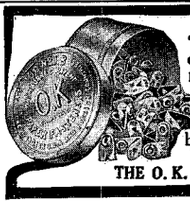

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WESTERN MOUNTAINS AND NATIONAL PARKS

THE Western United States and the Dominion of Canada are both blest with a wealth of sublime scenery. The Government in both is wisely reserving large tracts of the most scenic and striking portions as national parks to be enjoyed by the people in perpetuity.

GLACIER NATIONAL PARK

The latest and one of the largest of these reservations is the new Glacier National Park in the northwestern part of Montana, on the border of British Columbia.

From this triple "divide" of the Rockies mountain torrents flow in three directions—to the Pacific Ocean, Hudson Bay, and the Gulf of Mexico. In extent this park is greater than the State of Rhode Island. It has sixty living glaciers, 250 crystalline lakes which are the delight of fishermen; its sky line is a series of mountain peaks. When first opened (in 1910), it was visited by more than 7,000 persons, a record which far surpasses that of other National parks; and, judging from early indications, the Government at Washington will have to report this as another record-breaking year. An element of legend and romance lends itself to this park; adjoining it is the famous Reservation of the Blackfeet Indians. These Indians number 6,000 and are all protégés of the United States Government. So here, if you choose, you can be brought into close contact with the Indians and can note their habits, customs, and modes of living. It is said that there is more Indian legend connected with this park than with any other 1,400 square miles on the face of the globe. To the lover of scenic and stupendous beauty, Glacier National Park is a paradise. It can be reached by the Great Northern Railway, which is practically the park's southern boundary, with stations at both gateways. Glacier Park Station is on the east side and Belton on the west side of this "great divide." Besides hotel accommodations, there are chalets of the Swiss variety which may be rented.

CALIFORNIA'S NATIONAL PARKS

California has three national parks—the General Grant National Park, of 2,536 acres; the Sequoia National Park, of 61,597 acres; and the Yosemite National Park, of 719,622 acres.

Of these the Yosemite is by far the most interesting. A wonderful vastness seems the crowning characteristic of this creation of nature nestled far up on the side of the sky-scraping, snow-capped Sierras. Altho the floor of this tremendous rift, or cañon, is eight miles long and from half a mile to two miles wide and 4,000 feet above sea level, its enclosing walls of rock on each side tower up almost vertically about 5,000 feet. The feelings of a tourist when standing and gazing up at these mighty and eternal walls of rock with no sign of an exit visible can be more easily imagined than described. In this park are the famous Falls of the Yosemite, fifteen times higher than Niagara. Here, too, at altitudes from 3,000 to 7,000 feet are found the gigantic big trees (sequoia). The height of these forest giants is from 250 to 300 feet, their diameter 25 to 35 feet, and their age about 5,000 years.

The Yosemite is reached by the Southern Pacific and Santa Fé Railroads to Merced and thence by the Yosemite Valley Railroad to El Portal, the gate of the Yosemite Valley.

Both Sequoia and General Grant Parks are exceedingly wild, lying high on the Sierras. The

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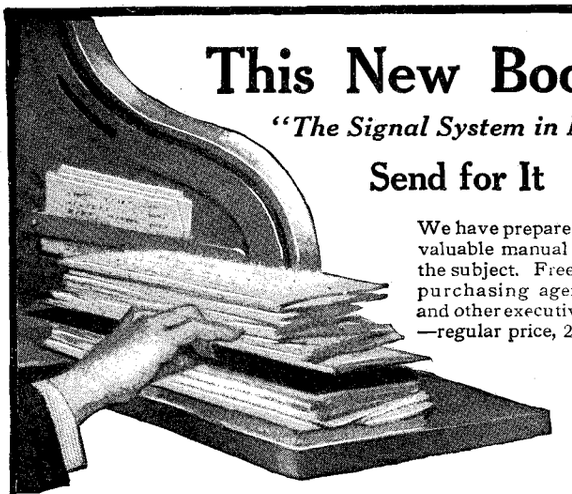

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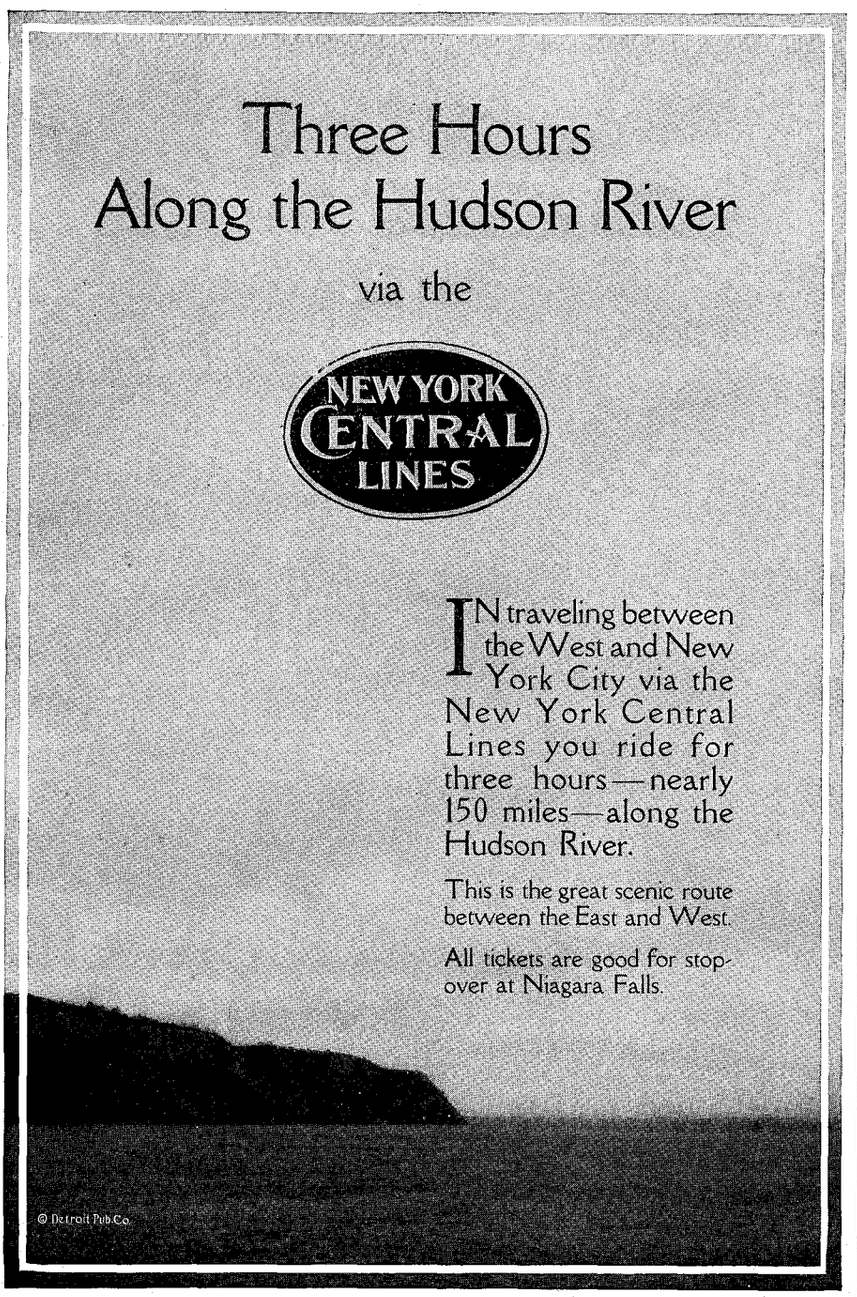
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ESTES PARK

Seventy miles from Denver, at the foot of Long's Peak at the continental divide of the Rockies, is Estes Park. In this park are to be seen panoramas of snow-capped peaks, glaciers, rivers, and streams. Excellent automobile roads penetrate this region.

The three chief gateways are Longmont on the Colorado and Southern and Burlington roads, Lyons on the latter line, and Loveland and Boulder on the Colorado and Southern. Motor-stages take tourists into the park from these stations.

RANIER NATIONAL PARK

Directly in the center of this vast reserve stands the snow-capped peak of Mount Ranier-Tacoma, 14,526 feet. On all sides of this great "mountain of the snow" radiate glaciers from which many rivers take their source.

Entrance to the Park is by rail to Ashford, thence over government-built roads by motor-stage line. Excellent train service is afforded by the Chicago, Milwaukee and St. Paul and the Tacoma-Eastern railways, two hours' ride from Tacoma.

CRATER LAKE NATIONAL PARK

More than 159,000 acres in the State of Oregon are embraced in the Crater Lake National Park, which lies in the heart of the Cascade Mountains. The lake after which the park was named is one of the most remarkable on the continent. The waters themselves, 2,000 feet in depth, are enclosed in a wall of rock 1,500 feet high without an external opening. The nearest station to the Park is Medford, on the Southern Pacific.

ALGONQUIN NATIONAL PARK

This great Canadian playground, consisting of 2,000,000 acres in the Highlands, of Ontario, dotted with 1,200 lakes, including several rivers, is the mecca of thousands who desire to spend their vacations close to nature. Fishing and canoeing are the favorite pastimes.

The southwestern corner of this reserve is traversed by the Ottawa division of the Grand Trunk, with excellent connections from Boston, Buffalo, and Chicago. Passenger boats are operated on numerous lakes and rivers in this region.

YELLOWSTONE NATIONAL PARK

This great reserve, containing 3,578 square miles in Wyoming, one of the first set aside by the Government, comprizes a bewildering number of nature wonders, foremost among these being the many geysers, great and small. In this park at an altitude of nearly 8,000 feet is Yellowstone Lake, and the Grand Cañon of the Yellowstone River. It would be difficult to enumerate all the natural attractions to be found in this celebrated playground. All visitors to Yellowstone Park should take the famous stage trip which loops about the park, and a sail by boat over the water of the lake.

The chief gateways are at Gardner on the Northern Pacific and at Yellowstone, reached by through train service from Kansas City, Leavenworth, Council Bluffs, and Omaha by Union Pacific system, in conjunction with Oregon Short Line. A variety of attractive tours to the park are provided.

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ATLANTIC SEACOAST RESORTS

WITH vacationists to whom the tang of salt air is a strong inducement the Atlantic seaboard from the Maritime Provinces of Canada to the broad beaches of Florida is lined with attractive resorts.

MARITIME PROVINCES

Nova Scotia, the land of Evangeline, is much enjoyed by those who prefer quiet to fashionable surroundings. New Brunswick not only has its seashore scenery, but inland mountain lakes and rivers. Prince Edward Island has many miles of ocean beach. Newfoundland's coast is indented by fiords which compare with those of Norway, while her waters provide real fishing.

NEW ENGLAND

Southward across the Maine border lie Boothbay Harbor, Bar Harbor, and Mt. Desert, Penboscot Bay resorts, and scores of other resting-places. Off the New Hampshire coast lie the Isles of Shoals, swept by cool breezes. On the north shore of Massachusetts are Swampscott, Nahant, Marblehead, Gloucester, etc.; on the south shore, Cape Cod, and the isles, Martha's Vineyard and Nantucket. Newport, the seashore center of fashion, is the most famous of Rhode Island's attractive resorts. In or near Long Island Sound are Block Island, Watch Hill, Fisher's Island, and New London. Most of these coast resorts are reached either directly or with connections by coastwise lines described elsewhere. Among rail lines reaching these places are the Intercolonial and Canadian Pacific in New Brunswick; Dominion Atlantic and Great Northern in Nova Scotia; Reid Newfoundland in Newfoundland; Canadian Pacific, Grand Trunk and Maine Central in Maine; Boston and Maine and New Haven System in Massachusetts, Rhode Island, and Connecticut.

LONG ISLAND, NEW JERSEY, ETC.

Long Island, with more than 400 miles of salt-water shore line, is a seashore paradise. Deep-sea bathing, yachting, and fishing, with superb roads for motoring abound. Among the most favorite south shore resorts are Coney Island, Manhattan Beach, and the Rockaways, Long Beach, Great South Bay, the Hamptons, Amagansett, and Montauk Point. On the north shore are Little Neck, Sea Cliff, Oyster Bay, Huntington, Port Jefferson, Peconic, Greenport, and Orient Point. Long Island resorts are accessible by through trains from the Pennsylvania station, New York City, while by water, north shore points may be reached by the Montauk Steamboat Line. and Coney Island and Rockaway by summer excursion steamers. The forty beaches of New Jersey are world-famous. Most notable of these are Long Branch, Asbury Park, Barnegat, Atlantic City, and Cape May. These ocean resorts may be reached by the Central Railroad of New Jersey and the Pennsylvania System. In conjunction with the former road a steamer service is maintained between New York and Atlantic Highlands. Still farther down the coast is Virginia Beach, known as "the Atlantic City of Virginia," reached by electric railway from Norfolk.

PACIFIC SEASHORE RESORTS

ALONG the Pacific coast of California are many famous seashore resorts. The best-known of these are along the southern shore line, including Long Beach, Redondo, Coronado Beach, and Santa Monica. Along the middle and northern coasts are Santa Cruz, Sausalito, and other beaches. Off the south shore lies Santa Catalina Island, one of the most famous fishing resorts on the Pacific. This island is reached by a two-hour sail on steamers of the Wilmington Transportation Company from San Pedro, with connections to Los Angeles by Southern Pacific, Salt Lake, and Pacific Electric trains. Southern California seashore resorts are reached by Southern Pacific and Santa Fé lines with connections.

ACROSS THE CONTINENT

THE wonders of this country can not be realized by those who have not taken one or more of the attractive trips across it, preferably going by one route and returning by another. Joint agreements between the chief railway and steamship lines make it possible to make trans-

69 Years Young

Please remember this. The old-fashioned patience of 1844 is still a habit at our factory. Our trade mark goes on nothing that is the least bit of slap-dash in workmanship. That is the main reason why we are today called upon to produce the widest line of luggage in America.

During our career as the oldest wholesale baggage makers in America we have brought out many innovations. We were the pioneers in producing feather-weight luggage. We originated the leather-bound trunk with canvas-covered sides. Our designers are still setting the pace in luggage.

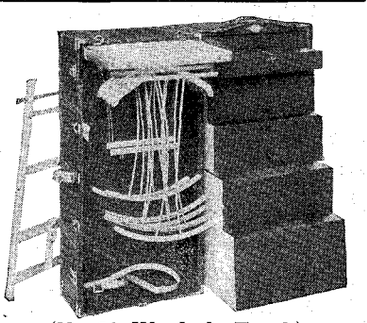
Buying luggage without first seeing our catalog is a good deal like spelling an unfamiliar word without first consulting the dictionary.

The new wrinkle in this "Likly" Wardrobe Trunk is *no* wrinkles. No matter how rudely it is jostled about, your clothes come out uncrumpled.

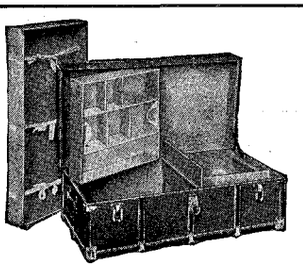
No fussy folderols. The "Likly" single strap follower keeps everything at your finger-tips. Whichever garment you want comes out in a jiffy.

Foundation box is basswood. Covering and interlining is heavy, water-proof Army duck. Rawhide binding. Bronze-steel corner caps and bottom protectors. Ball-bearing rollers. Carries 15 to 18 suits or gowns of average weight. Models for men. Models for women. Prices $70.00 to $75.00. (Add $5 to these prices west of the Mississippi).

One hundred other wardrobe trunks are shown in our catalog. Send for a copy. Prices from $25.00 up.



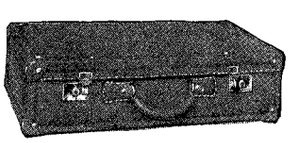
(No. 61. Wardrobe Trunk)



(No. 36. Steamer Trunk)

Basswood plus cold rolled bronze steel plus heavy Army duck make this "Likly" Steamer Trunk a stubborn traveler. The farther you take it, the more you'll think of it.

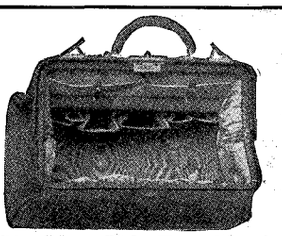
Long dress tray inside. Bottom has set-in tray and a section which makes room for a large hat. Price $27.50. (Add $2.50 to this price west of the Mississippi).



(No. 101. Suit Case)

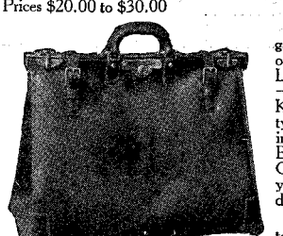
Let the expressman heave this bag about to his heart's content. It is guaranteed for five years. Has extra-heavy leather corners. Light basswood inserts in each end keep the shapeliness for years. And look at the locks! Prices $12.50 to $13.50.

Many more suit cases are shown in our catalog. Send for it.



(No. 250. Tidy Travel Bag)

Here's the "Likly" Tidy Travel Bag. Goes its name one better by being very sturdy in the bargain. For women. A handsome affair. Silk lined. Look at the inside pockets. They care for toilet articles. Guaranteed for five years. Light, too. Comes in two leathers and two sizes. Prices $20.00 to $30.00



(No. 63. Kit Bag)

Down the gangplank comes our swagger London cousin—the "Likly" Kit Bag. This type of bag was invented by a British Army Officer. Here you see its best development.

Empty, it flattens out into almost nothing. Filled, it—well you simply can't seem to fill it. Guaranteed for five years. Prices $26.50 to $31.00. Don't miss this and the other Kit Bags described in our catalog.

If you've any travel in mind, you ought to send for one of our 128-page catalogs. It describes in detail the most varied line of luggage made today. And we'll tell you where to see "Likly" Luggage in your town.

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"LIKLY" LUGGAGE

Asks no favors of the baggage man

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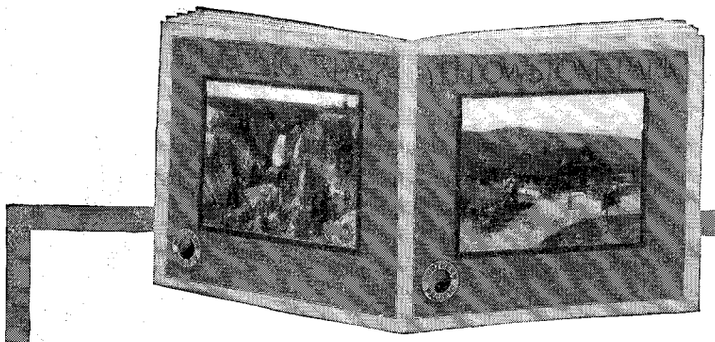

Fun For Everybody in Yellowstone National Park

¶The Geysers, Cataracts, Canyons, Mountains, Lakes and Streams are spread in most alluring array around the superb 143-mile coaching trip through America's Only Geyserland. Jaunts of one, two or more days at small cost, or complete tour in 6 days only $55.50. Fishing galore in the flashing trout streams---side trips to the haunts of Bison, Bear, Deer, Elk, Antelope, Beaver, and other weird creatures so plentiful in this greatest of Uncle Sam's preserves. Go this summer sure!

¶Low fares for the Park trip by itself or in connection with Pacific Coast trips. Through sleeping cars direct to Gardiner Gateway, the Original Yellowstone Park entrance from Chicago, St. Paul, Minneapolis and from Pacific Coast daily during season. Gardiner is reached only via the Northern Pacific.

☛Personally Conducted Excursions from Chicago every Sunday June 22 to September 7, to and through the Park and return to Chicago. The no-bother, most-fun way. Make reservations early. Let me tell you about Summer Tourist and Convention Tickets at greatly reduced rates. Say whether you want to make Park trip, or go on to Pacific Coast.

¶Attach 3 two cent stamps to coupon for new beautifully executed view album of Yellowstone Park. This new book is easily worth a dollar. Send quick for your copy.

YELLOWSTONE PARK BOOK COUPON

This coupon and six cents in stamps will bring the book to you. Just fill in same and address plainly.

Check here ☐ if interested in Personally Conducted Through Park Service.

Check here ☐ if interested in Yellowstone Park and Pacific Coast trips.

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Off the Maine Coast

You never tire of Mount Desert. It is too wonderful, too varied, too beautiful, too gay.

Isle of Enchantment

You turn from the sea to the mountains, from the mountains to the deep woods—all on this marvelous island.

You live in an unending round of summer pleasures. Or you just rest and breathe that wonderful sea air.

You may choose Bar Harbor, with its fashionable and artistic life, or such perfect vacation spots as Southwest, Northeast and Seal Harbors.

You may sail, bathe, fish, play tennis and golf, drive, ride, climb mountains, enjoy the delightful social gaiety which is so large a part of the summer here.

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continental trips at much lower rates than the local one-way tariffs of each line, with the advantage of traveling over different routes and seeing different regions, all with liberal stop-over privileges. Rates to Pacific Coast points for a round trip from New York range from $106.20 to $110.70 (with slight extra amounts to California points via Portland). Altho there is at present only a single railway system crossing the continent from the Atlantic to the Pacific, it is customary to term those railways with Eastern connections (but extending from Duluth, Chicago, St. Louis, or New Orleans to the Pacific Coast) transcontinental lines.

The Canadian Pacific with its 16,000 miles of railway is the only single line on this continent reaching from shore to shore of the great oceans, but two other Canadian roads will soon similarly band the continent. The Grand Trunk Pacific will be complete to its Atlantic and Pacific termini in 1915, and the Canadian Northern, with more than a thousand miles already in operation, is pushing its rails out eastward and westward. For more than twelve years construction has proceeded at the rate of a mile a day. There remain but twenty-three miles of track to connect various sections of this system between Quebec, Montreal, Ottawa, and Toronto, and it is expected to join the rails between Quebec and the Pacific Ocean by the end of the present year. The Grand Trunk's termini will be Halifax and Prince Rupert; the Canadian Northern's, Pugwash, Nova Scotia, and Vancouver. The Canadian Northern operates the transatlantic Royal Line between Montreal and Bristol, England. Both roads upon completion will have trans-Pacific and transatlantic fleets. In detail, the completed transcontinental routes are:

The Canadian Pacific, which unites Halifax and Vancouver, having its own steamship fleets of sixty-seven ships on the two oceans and the Great Lakes, and owning sixteen hotels, offers a tour that leads through the wildest and most picturesque portions of the Canadian Rockies.

South of our northern border are seven transcontinental lines. The most northerly is the Great Northern, extending from Duluth and St. Paul to Vancouver, B. C., on the north and Portland on the south—the latter being the Glacier National Park Route. This system operates a fleet of trans-Pacific steamships which sail from Seattle. It also operates the Northern S.S. Co. on the Great Lakes.

Next southward is the Northern Pacific line, extending from Duluth and St. Paul to Portland and Tacoma, with Yellowstone National Park as its leading scenic attraction.

Both the Great Northern and Northern Pacific now operate their own lines into Winnipeg. Almost paralleling both roads is the Chicago, Milwaukee and St. Paul from Chicago and St. Paul to Tacoma and Seattle.

Midway between Canada and the Gulf extends the Union Pacific's overland route, from Omaha and Kansas City to San Francisco and Portland.

The newest of the transcontinental lines is the Denver and Rio Grande-Western Pacific, from Denver to Salt Lake, thence to San Francisco, via Feather River Cañon.

Still further southward runs the Santa Fé, the Grand Cañon route, between Chicago, Los Angeles, and San Francisco.

Most southerly of all the lines is the Sunset Route, of the Southern Pacific, running between New Orleans and San Francisco, and from the latter city extending northward by the Shasta Route to Portland, Tacoma, and Seattle. This road has its own steamship line between New York and New Orleans.

Radiating from Chicago are important systems having through train connections over these transcontinental roadbeds. The Chicago and Northwestern, running to Duluth, St. Paul, and Omaha, sends through trains to the Pacific coast via the Union Pacific and Southern Pacific. The Burlington route to St. Paul, Kansas City, Denver, and Billings operates a through service over the Great Northern, Northern Pacific, Southern Pacific, and Western Pacific lines. The "Soo" line from Chicago to St. Paul, Duluth, and Portal affords through service over the Canadian Pacific to Winnipeg and Pacific coast points via Spokane, or to Vancouver direct. The Rock Island system runs from Chicago to St. Paul, Denver, and Santa Rosa, N. M., and operates through trains

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to the coast by Western Pacific and Southern Pacific connections. The Chicago Great Western to St. Paul, Omaha, and Kansas City sends cars to the Pacific via the Santa Fé system from Kansas City and St. Joseph, and via the Great Northern and Northern Pacific from St. Paul. The Chicago and Alton going to St. Louis and Kansas City connects with the Santa Fé. The Alton with the St. Louis and Iron Mountain offers a direct route also between Chicago and Hot Springs. Between Chicago and New Orleans through service is provided by the Illinois Central system. Between Chicago and Hot Springs, Arkansas, and also from Memphis, direct service is afforded by the Rock Island system.

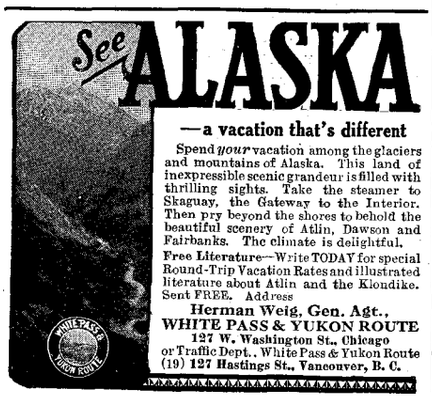
TRANSOCEANIC TRAVEL

IT is in transatlantic passenger traffic that we find the most aggressive competition for the steamship conquest of the world. The four great fleets which battle most keenly for the supremacy of speed and luxury—The Hamburg American, North German Lloyd, Cunard, and International Mercantile Marine—strive to outdo one another in inducements to the ever-increasing thousands who cross this ocean.

It seems only a short time ago when the *Cedric* was considered a marvel in size. She was built in 1904, a ship of 680¾ feet length, 75 feet beam, and 21,035 tons register. Yet the *Olympic*, with her length of 882½ feet and beam of 94 feet, with a register of 46,359 tons, was put into service two years ago. The advent of the *Olympic* spurred the Hamburg American management to the construction of a still larger ship, resulting in the great *Imperator*, 919 feet in length, 98 feet width, and displacement of 50,000 tons register. This huge vessel will make her maiden trip this month, arriving in New York June 18. No sooner had construction begun on the *Imperator* than the White Star Line began building another giant liner, named the *Britannic*, which will go into commission in 1915. Not to be outdone by its Teuton rivals, the North German Lloyd is building a huge liner, named *Columbus*, which will go into service in August of next year. The Cunard Line met these competitors with the *Aquitania*, 901 feet long, tonnage 47,000, which will make her initial trip across the ocean next year. The biggest ship yet planned is the *Vaterland*, of the Hamburg American Line, now building. This monster will be 950 feet long, 100 feet beam, with 55,000 tons register. Thus the realization of the 1,000-foot liner does not appear to be far distant.

The popularity of "one class fare" steamships is gaining rapidly. In August, the Cunard Line will put in commission two new steamers between Montreal and Southampton operated entirely on the "one class plan."

For the convenience of readers who contemplate an ocean voyage we give below a brief directory of leading transatlantic and trans-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—a vacation that's different
Spend your vacation among the glaciers and mountains of Alaska. This land of inexpressible scenic grandeur is filled with thrilling sights. Take the steamer to Skaguay, the Gateway to the Interior. Then pry beyond the shores to behold the beautiful scenery of Atlin, Dawson and Fairbanks. The climate is delightful.
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"The Land of the Sky"
EIGHTY-TWO mountain peaks, each towering to a height of more than 5,000 feet; fertile valleys of incomparable loveliness; beautiful vistas everywhere, as far as the eye can reach—these, in a word, are the scenic glories of "The Land of the Sky" in Western North Carolina.
Get away from your business cares and hot-weather discomforts to the cool, invigorating climate of this wonderful region. Outdoor sport rules supreme—golf, tennis, motoring—with canoeing and bathing in the beautiful mountain lakes.
"The Land of the Sky" is less than a day's journey from eastern, southern, or middle-western cities. Magnificent through trains daily, with Pullman sleeping and parlor cars, over the
SOUTHERN RAILWAY
Premier Carrier of the South
A summer vacation here is one continuous round of delight. Luxurious hotels and private cottages in exquisite locations await you at
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Philadelphia Office, 828 Chestnut Street.
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A tent and couch in one. Needs no ropes or stakes. Easily moved or carried and folds up in a roll. Just the thing for lawn, porch or camp. Send your name and address and we will mail you an interesting 20-page booklet.
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Complete with Engine, Ready to Run
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Booklets that Answer the Vacation Problem Free on Request

No matter what your tastes are for an ideal summer outing, these books will settle the question to your complete satisfaction.

For fishing expeditions, boating, golfing canoeing, driving, motoring, bathing, or for just roughing it, the vacation spots reached by 9500 miles of superbly maintained railroad via the "St. Paul" Road will meet every demand of the pleasure bent traveler.

A copy of "Summer Homes" and "Vacation Land" together with information about fares and train service sent free on request.

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Lets the Air IN—Keeps the Insects OUT. For Sleeping in the Open Air—The Panacea for Tuberculosis and Ill Health.
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Cards, circulars, books, newspaper. Press $5, Larger $18, Rotary $60. Save money. Big profit printing for others. All easy, rules sent. Write factory for press catalog. TYPE, cards, paper, outfits, etc. THE PRESS CO., Meriden, Conn.

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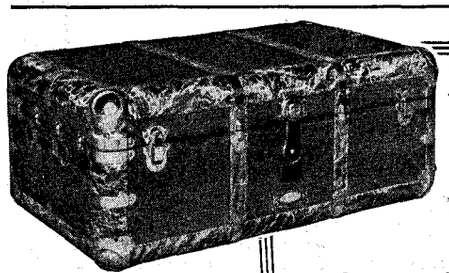

Here is a trunk that must stand all the hardships of travel for 5 years or you get a new one free

Accident—wreck—or carelessness hold no terrors for an Indestructo Trunk.

Your Indestructo is guaranteed for 5 years, regardless of what happens or how far you travel.

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BUY INDESTRUCTO BAGGAGE

Indestructo Trunks are built without a joint at corners or edge.
A trunk with no joints has no weak spots.
If competitors built as good a trunk they would guarantee it just as safely.
Indestructo Trunks are registered against loss always.
You can't lose an Indestructo.
Write and ask us for a copy of our 5-year guarantee policy and our Travel Book. You will see for yourself that the Indestructo is the safest and most convenient trunk built.
The Indestructo is the Trunk for you to buy—NOW.

NATIONAL VENEER PRODUCTS CO., 806 Beiger St., Mishawaka, Ind.

Pacific steamship lines, with terminal ports and minimum first and second cabin rates.

Name of Line	To	1st Cabin	2nd Cabin
Sailing from New York			
American Line	Southampton	$95.00	$52.50
Anchor Line	Glasgow	70.00	50.00
Atlantic Transport Line	London	85.00	(one class)
Austro-American Line	Trieste	70.00	(one class)
Cunard Line	Liverpool	100.00	$65.00
" "	Fiume	75.00	
Fabre Line	Marseilles	75.00	55.00
French Line	Havre	90.00	70.00
Hamburg-American Line	Hamburg	90.00	70.00
" " "	Genoa	90.00	65.00
Holland-America Line	Rotterdam	85.00	62.50
Italian Lines	Genoa	80.00	65.00
Lloyd Italiano	Genoa	65.00	
Lloyd Sabaudo	Genoa	70.00	
North German Lloyd	Bremen	90.00	57.50
" " "	Genoa	90.00	65.00
Red Star Line	Antwerp	85.00	60.00
The Royal Mail Steam Packet Company	Southampton	175.00	125.00
Russian-American Line	Libau	75.00	50.00
Scandinavian-American Line	Copenhagen	77.50	62.50
White Star Line	Southampton	100.00	65.00
" " "	Liverpool	100.00	57.50
" " "	Genoa	82.50	57.50
Sailing from Philadelphia			
American Line	Liverpool	52.50	(one class)
Hamburg-American Line	Hamburg	57.50	(one class)
Red Star Line	Antwerp	55.00	(one class)
Sailing from Boston			
Allan Line	Glasgow	45.00	(one class)
Cunard Line	Liverpool	85.00	50.00
Hamburg-American Line	Hamburg	97.50	60.00
Leyland Line	Liverpool	50.00	(one class)
White Star Line	Liverpool	50.00	(one class)
" " "	Genoa	115.00	
Sailing from Baltimore			
North German Lloyd	Bremen	57.50	(one class)
Sailing from Galveston			
North German Lloyd	Bremen	55.00	(one class)
Sailing from Montreal and Quebec			
Allan Line	Liverpool	80.00	50.00
" "	Glasgow	70.00	50.00
" "	London	45.00	(one class)
White Star Dominion Line	Liverpool	92.00	53.75
Sailing from Montreal			
Cunard Line	London	47.50	(one class)
Sailing from Quebec			
Canadian Pacific Railway Co.	Liverpool	92.50	53.75
Sailing from Halifax and Quebec			
Canadian Northern Steamships.	Bristol	92.50	53.75

TRANSPACIFIC TRAVEL

Sailing from San Francisco			
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Pacific Mail S.S. Co.	Yokohama	200.00	150.00
Toyo Kisen Kaisha	Yokohama	200.00	150.00
Union S.S. Co. of New Zealand.	Sydney	200.00	125.00
Sailing from Vancouver			
Canadian-Australasian Royal Mail Steamship Line	Sydney	200.00	125.00
Canadian-Pacific Royal Mail Steamship Line	Hong Kong	225.00	150.00
Sailing from Seattle			
Great Northern Steamship Co.	Hong Kong	225.00	115.00

TRIPS ABROAD

SUMMER trips abroad are offered in infinite variety. Norway, the "land of the midnight sun" and great fiords, is being visited by increasing numbers each summer. In Holland, a favorite country with American tourists, will be celebrated this summer the centenary of governmental reconstruction. At The Hague, in September, the Peace Palace will be opened and an international agricultural exhibition held. Here also during July and August will be an international exhibition of sports and travel. Visitors to Belgium this summer may attend a world's fair. Tourists in Germany may attend at Munich the musical performances given in celebration of the Wagner centennial.

Those who visit England by steamers landing at Plymouth, Fishguard, or Liverpool, or by Canadian Northern liners landing at Bristol, may avail themselves of attractive tours offered by the Great Western Railway, starting from all four of these ports, whereby the passenger who desires to see England may begin his tour immediately upon landing, instead of going directly to London and traversing the same ground again. The English Lakes

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region is made accessible by tours over the Furness Railway and steamers.

A trip to Switzerland may be continued profitably through to Italy, and thence by steamer to Gibraltar, which is a convenient point of departure for a ramble through Spain.

The longest rail trip abroad is over the Trans-Siberian Railroad, bookings for which can be made in New York through the International Sleeping Car Company. From Paris radiate many European rail lines, among the longest of which is the system of the Paris-Lyon-Méditerranée with through service to Italy.

SWITZERLAND, THE IDEAL SUMMER HOLIDAY COUNTRY

SWITZERLAND is "the playground of Europe." The expression is a familiar one to all, but it never grows stale or old. Those who have once tasted the joys of a summer in the Alps can not resist the spell it casts upon them. With keen anticipation they often prepare their plans for a new visit and an enlarged acquaintance with innumerable haunts.

While the average visitor is first of all bent on sight-seeing, there are others who journey to the Alps for a complete rest; others again are mountaineering enthusiasts and lovers of outdoor games and sports. Switzerland can satisfy them all. Her scenic beauty and her historic associations and picturesque old-world corners delight the heart of the tourist; her invigorating climate and deliciously pure mountain air make strong and young again the weary. A glance only at the summer programs of some of the leading resorts indicates that diversions of the greatest and latest variety have been provided for those who are interested in tennis, golf, rowing, sailing, fishing, nautical sports, horse-racing, aeroplane flights, etc. Besides these recreation features this summer the Passion Play of Selzach will be presented during June, July, August, and September.

Into Switzerland radiate the chief rail lines of France, Germany, and Italy. Through her mountainous domain passes the rail highway between London, Flushing, Paris, Berlin, and Italy. From London to Bâle via Dieppe and Paris the distance is only 561 miles, or little more than between Chicago and Buffalo. From Paris to Bâle the distance is only 327 miles. Going northward from Rome to Lausanne via the Simplon it is only 587 miles. From Paris to Lucerne is a ride of only 10½ hours, from Rome to Lucerne 19 hours. The chief railway system of Switzerland is the Government-owned Swiss Federal Railroads.

Travel in Switzerland has been reduced to a science, and those who can devote a certain length of time to actual sightseeing will find it to their advantage if they purchase one of the "abonnement" tickets issued for periods of 15, 30, and 45 days, at the remarkably low rate of $13.44, $20.16, and $26.88, respectively. These tickets, bearing the photograph of the holder on the inside cover as a means of identification, entitle him to an unlimited number of journeys on the principal railroad lines and lake steamers. Mountain railroads which are not included in this unlimited travel system grant in numerous instances a certain reduction on single and return fares.

A tourist can thus make one resort his headquarters and set out for a different excursion every day until he has explored that particular region. Then he can proceed to another section of the country, and without a continuous change of hotels, be able to do his sightseeing in a comfortable and economical manner, for it is well to remember that most of the Swiss hotels grant the so-called "pension rate" on a sojourn lasting at least 5 days.

Those who are unfamiliar with Switzerland and who desire to plan the most satisfactory tour may receive helpful advice by consulting the Swiss Information Bureau in New York.

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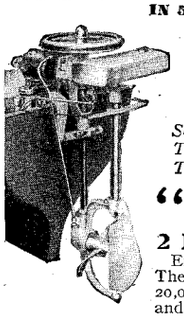

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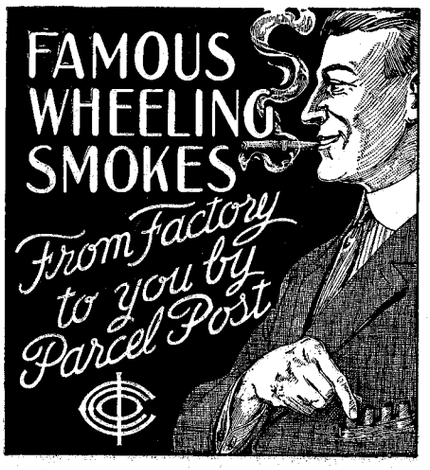

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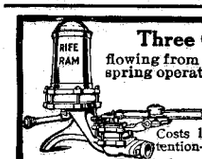

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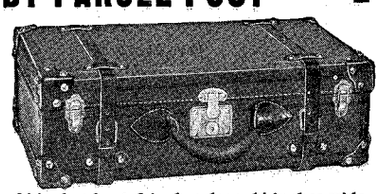

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HOW TO PLAN A MOTOR-TRIP ABROAD

By Lee Meriwether

Author of "Seeing Europe by Automobile," etc.

IN planning a motor-trip in Europe the first thing to decide is whether to take your own automobile or to rent one abroad; and this question can hardly be decided without knowing in advance what countries you mean to tour, and how long your trip is to last. On a short tour through a country like France, one may well save the bother of boxing and shipping one's car from New York. For as a rule there is no difficulty in finding good motor-cars for rent in Paris at prices which, tho high, will nevertheless cost less on a *short* tour than it costs to bring an automobile from America. But for a long tour, or for a tour in countries where there is no certainty of finding a suitable car for hire, the wiser plan will be to take your own machine. In Paris a fairly good five-seated touring car may be rented for from one hundred to one hundred and fifty francs ($20.00 to $30.00) per day, plus a bonus for each mile in excess of a stipulated number—usually seventy-five or eighty a day.

Now, an easy-going traveler who wants to see the country may not often care to travel much more than eighty miles a day, but on the smooth roads of France many motorists may go much farther—and in that event the cost of your hired machine may double the fixed amount of the daily rental. On one day's run (from Grenoble to Nice) the writer made 215 miles, and during his four months' trip runs of 125 to 150 miles were not at all infrequent. Had the automobile been a rented one the cost on those long runs would have been as much as forty dollars a day; as it was, the only additional cost of making a long run was the comparatively trifling expense of extra gasoline, oil, and wear on tires. Boiling the whole thing down, it may be said that if one's trip is to extend beyond the beaten paths of France and Germany, or if it is to last longer than a few weeks, it will be more economical as well as more satisfactory to take your own machine. But for a trip of not more than a few weeks in countries like France and Germany, a decision should be made in favor of renting a foreign car.

There are companies, like the American Express Company, which relieve motorists of all trouble in the matter of shipping their automobiles abroad; you deliver your car to the office of the company in your home city, and for a stipulated fee it is delivered to you on the steamship pier of whatever foreign city you decide to go to. The fee for this service, inclusive of all expense for boxing, freight charges, etc., is usually in the neighborhood of two hundred dollars. If economy be an object, by taking a little trouble this expense may be considerably lessened. The writer got his 30 h.-p. Roadster boxed by a New York firm on Hudson Street for $40.00; to haul the boxed car to the French Line pier cost $6.00; the freight to Havre was $67.60—thus from the moment the automobile left its garage in New York until it stood on the pier in Havre ready for travel the cost was $113.60.

To the man who likes to drive his own car a chauffeur is not only unnecessary, he is a nuisance. On a four months' trip covering 5,080 miles through France, Germany, Italy, and Switzerland the writer's automobile had no motor trouble of any kind; but even had a mechanic's assistance been needed there was seldom a time or a place where it could not have been promptly obtained. Consequently, being fond of sitting at the wheel—and *not* fond of having a hired man always close by to destroy his privacy, the writer never for a moment regretted being without a chauffeur. To the man, however, who does not like to drive, or who is fearful of motor troubles that he can not conquer, a chauffeur may be a necessity; and in that case a question to consider is whether to take your man from New York or get one abroad. The latter plan is the cheaper and, if care be taken, perhaps also the better. Good chauffeurs may be secured in Paris and Berlin for about two dollars a day, and for somewhat less if employed by the month. It is advisable to secure your foreign chauffeur before leaving New York; a letter to the American consul at Paris or Berlin, stating your wishes, will be submitted to some reliable garage where chauffeurs looking for work congregate, and in this way you will likely have several men waiting for you to choose from as soon as you land in Europe.

Where an automobile is rented, or where a foreign chauffeur is employed, the agreement should not only be in writing, it should be drawn by a competent person. This will cost a fee, but it will be money well spent, as without an explicit agreement disagreeable and costly disputes may arise.

If your trip is to cover more than one country you should hasten to become a member of the Touring Club de France. To join requires merely an application by letter, or in person, at the home of the club, No. 67 Avenue de la Grande Armée, Paris, accompanied by the fee of $1.20. This membership entitles you to *triptyques* for whatever countries you purpose visiting, and the importance of a *triptyque* will be understood the first time you cross a frontier. The ordinary motorist is detained by the customs officer for several hours while he makes an inventory of his car and assesses the tariff, which must be paid in money of the country he is about to enter; if the motorist hasn't any money of that country so much the worse for him; he can not proceed until he gets that particular kind of money. But a member of the Touring Club de France shows his *triptyque* to the customs officer at the frontier; that official sees at a glance that the amount of tariff duty has been deposited with the Club Treasurer in Paris, and in a moment the motorist is on his way rejoicing. In visiting the 1870 German-French battlefields between Mars-le-Tour and Metz the writer crossed the German-French frontier half a dozen times within the course of half a day. Without the Touring Club's *triptyque* each crossing would have meant long delay—as it was, we passed back and forth without even stopping our motor.

Gasoline is to be had in all towns and villages and, in France, even on the roadside at peasants' homes; and in Germany and Switzerland the motorist is seldom far from gasoline. In many parts of Austria

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and Italy, however, it is not always to be had, consequently in such regions extra tins of the indispensable fluid should be secured on the running board. In Paris gasoline costs sixty cents a gallon; elsewhere in France the prices range from thirty to forty cents. It is about the same in Germany and Switzerland, but in Italy the price is considerably higher—from forty to sixty cents per gallon. At this price, if one has a big six-cylinder car the expense for gasoline alone will run up to seven or eight cents a mile, or some $17.00 for a run like that from Grenoble to Nice. On that same 215-mile run the writer's four-cylinder car consumed only fifteen gallons of gasoline at a cost of $6.00. Unless the motorist's pocket-book is unusually large he may well hesitate before selecting too large a car for a foreign tour. Quite apart from the extra cost of large tires, where gasoline costs more than either wine or beer, it is worth while considering whether your automobile will run fifteen or twenty miles on a gallon of gasoline, or whether it will run only seven or eight, which is all some high-powered sixes are able to make.

It may interest the reader to know that the total expense incurred by the writer on account of his automobile on a four-months' tour through Europe was $528.67. This covered boxing, ocean freight both ways, repairs, new tires, oil, gasoline—in a word, *every* expense connected with the automobile; and the distance covered was 5,080 miles. The machine was a 30 h.-p. four-cylinder roadster, which averaged thirteen miles to the gallon of gasoline; as this included trips over a number of mountains in Switzerland and Italy it may be considered a good mileage per gallon. Certainly a big six would have consumed fully twice as much gasoline, besides consuming twice as much money for tires. Our smaller car went as fast as we cared to go; it went anywhere that a larger car could go—and so, not possessing an unduly extended bank account, we think we were wise in selecting the smaller car. But whether one chooses a big or a little car, and whether one drives or hires a chauffeur, a motor-trip through Europe can hardly fail to be a delightful experience. Nearly everywhere the roads are excellent, and quite everywhere the motorist's eyes will rest upon scenes that are not only picturesquely beautiful, but that are full of interest because they are connected with great historical episodes.

EDITOR'S NOTE: Space does not permit of giving here itineraries of motor-trips abroad. In Great Britain and on the Continent many delightful trips may be arranged. Foreign road maps may be purchased from the Automobile Club of America, New York. The following are among books which have been written on touring abroad:

Baekeland, L. H.....Family Motor Tour Through Europe.
Barzini, L.....Peking to Paris.
Dillon, J. M.....Motor Days in England.
Fisher, H. W.....Woman's World Tour in a Motor.
Hand, A. J. and F. H...Abroad in a Runabout.
Meriwether, L.....Seeing Europe by Automobile.
Murphy, T. D.....British Highways and Byways from a Motor Car.
Peixotto, E. C.....Through the French Provinces.
Presbrey, Frank.....Motoring Abroad.
Scarfoglio, A.....Round the World in a Motor Car.
Shoemaker, M. M.....Winged Wheels in France.
Stawell, Mrs. R.....Motor Tours in Wales and the Border Counties.
Trevor, R.....En Route: a descriptive automobile tour through nine countries and over nineteen great passes of Europe.
Vincent, J. E.....Through East Anglia in a Motor Car.
Wood, A. T. and B. R. .Ribbon Roads: a Motor Tour Abroad.

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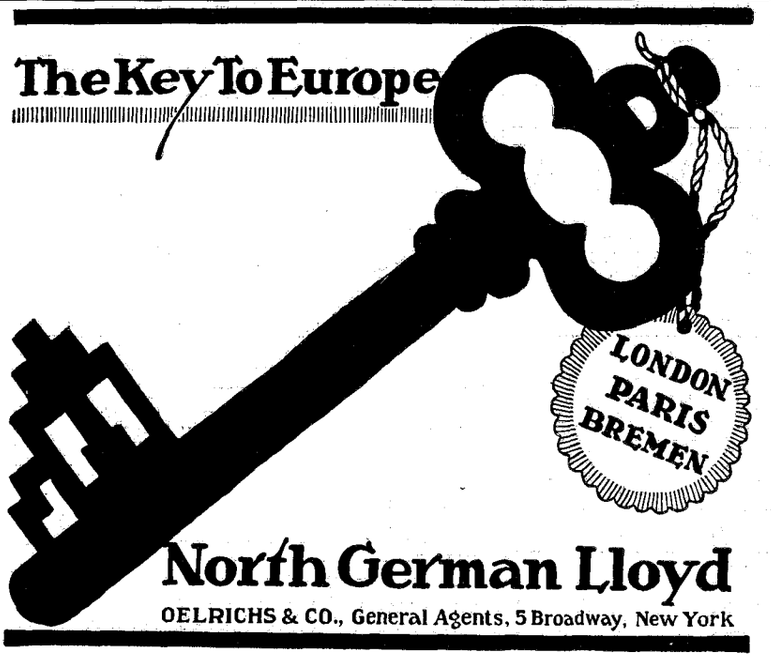
The Key To Europe



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Royal Edward	July 15	July 15	*July 17*	July 21
Royal George	July 29	July 29	*July 28*	Aug. 1
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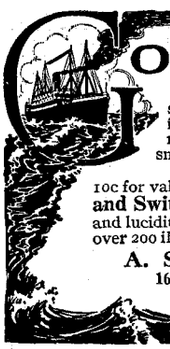

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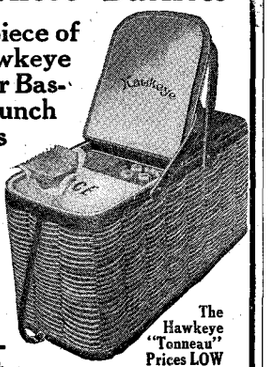

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"It is always best to get in touch with a good touring club, preferably in England or France, and inquire about maps covering the route you have in mind. The leading clubs in these countries keep in touch with touring conditions practically the world over, and it is therefore a simple matter for them to help you. Besides, the fees are nominal." The machine should be turned over to a reliable forwarding company (such as the American Express Company) to be crated and sent abroad. "Having such matters to deal with regularly, the express companies know just what steps to take concerning the return of the motorcycle to this country, and they will steer the rider clear of trouble with the customs officers. Keep this last tip in mind. It may save you time, worry, and money. Having made arrangements to ship his machine, the tourist should next consider the pass problem. If the motorcyclist will visit England first he will be able to obtain an International Touring Pass without very much trouble, and at a cost of approximately $7.50. These passes can also be had in Paris and Berlin, but it is much simpler to obtain them in England, provided the traveler is going to strike that country before doing any continental riding. I would suggest writing the Auto-Cycle Union, 89 Pall Mall, London, S. W., relative to the pass. The organization will be quite willing to take up the matter."

The motorcycle used for long-distance touring should be equipped with adequate tool-kit, extra inner tubes, speedometer, and searchlight.

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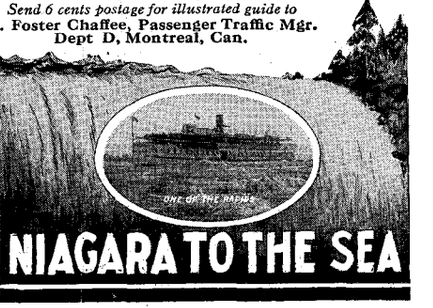

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